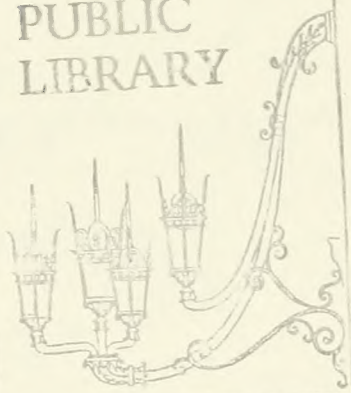
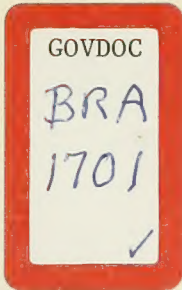


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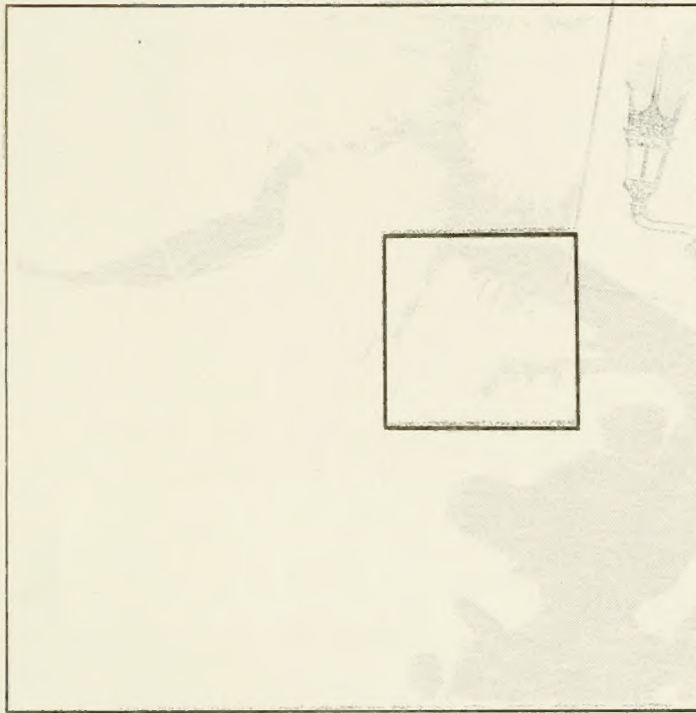


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FORT POINT CHANNEL DISTRICT PLAN

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WORK IN PROGRESS
1988
NEWS CLIPS



A
PLAN TO
MANAGE
GROWTH

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Vice-Chairman Sub-Committees

KANE SIMONIAN
Secretary

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DEC 11 1987

NEW ENGLAND NEWSCLIP AGENCY, INC.

MARINE GUIDE EDITORIAL

Twilight Zone

If you have a transportation or maritime related business in South Boston, you don't need Rod Serling telling you that you're about to enter the twilight zone. The Boston Redevelopment Authority (BRA) has decided that the Fort Point Channel waterfront area will be re-zoned through Interim Planning Overlay Districts (IPODS).

Considering that the Fan Pier Project, MBTA Red Line Extension, Third Harbor Tunnel, rebuilding of Dorchester Avenue, Clean Harbor projects, and EDIC (Economic Development Industrial Corp.) building projects will all be ongoing during the next decade in the area, a little re-zoning may be necessary. Local businesses need to make sure they are part of the process.

Because zoning is a time consuming process, the Zoning Commission created IPODs in 1984 to provide temporary zoning for neighborhoods. The neighborhoods such as Allston-Brighton, East Boston, Roxbury, and the South End were under siege from development. They needed updated guidelines. With an IPOD a community review committee, called a Planning and Zoning Advisory Committee (PZAC) works with the BRA and Mayor's Office of Neighborhood Services (MONS) to identify problems and consider solutions. Interim controls (ICs) are then put in place. For up to two years applicants for building permits and change in occupancy permits must receive Interim Planning Permits (IPPs) from the Board of Appeal (BOA).

The IPOD conforms poorly to the general image of government process in Massachusetts: creeping legislation with more holes than the Southeast Expressway in the springtime; a swelling monster of bureaucracy rendered benign by inefficiency. No, IPODs are quick on their feet. They are all business. They take no prisoners. For example, the Allston-Brighton IPOD. First considered at a meeting in March, it was up and running by June.

Stephen Coyle, the executive director of the BRA has been described as either a saviour or a czar, or maybe a saviour and a czar. The view seems to depend on where the zoning lines go. The BRA has always had the reputation as the most autonomous agency in the state. It's hard to reach politically. Initially, the BRA was known for its work on the waterfront. Most companies had little direct contact with it. There is now a dawning recognition among businesses that the BRA wielding the IPOD is something of a TERROR (Totally Enveloping Regional Redevelopment Organization). Or at least a potential TERROR. It needs watching.

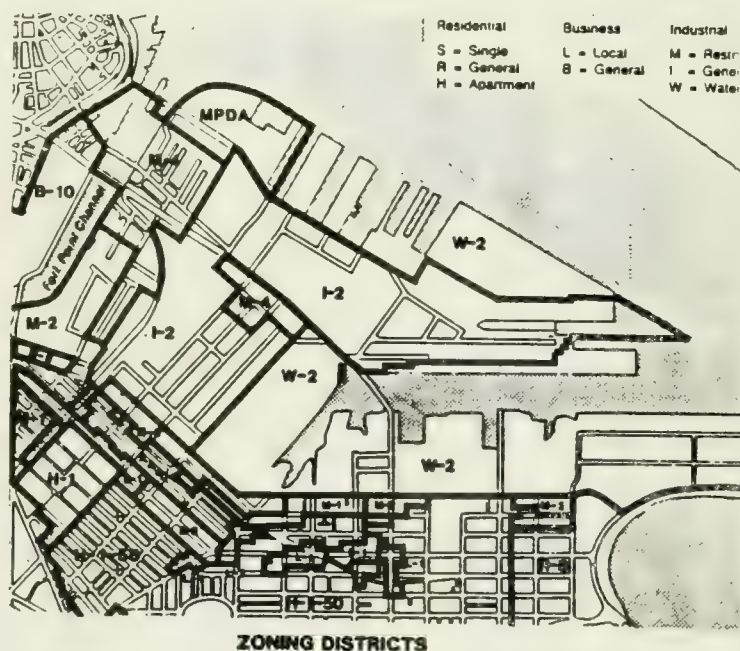
The BRA isn't the type of agency that businesses like to fight. The only playing ground is the civil court. By the time the appeals process is done,

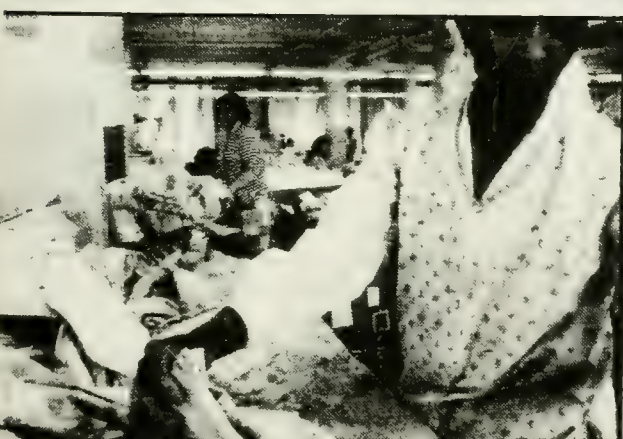
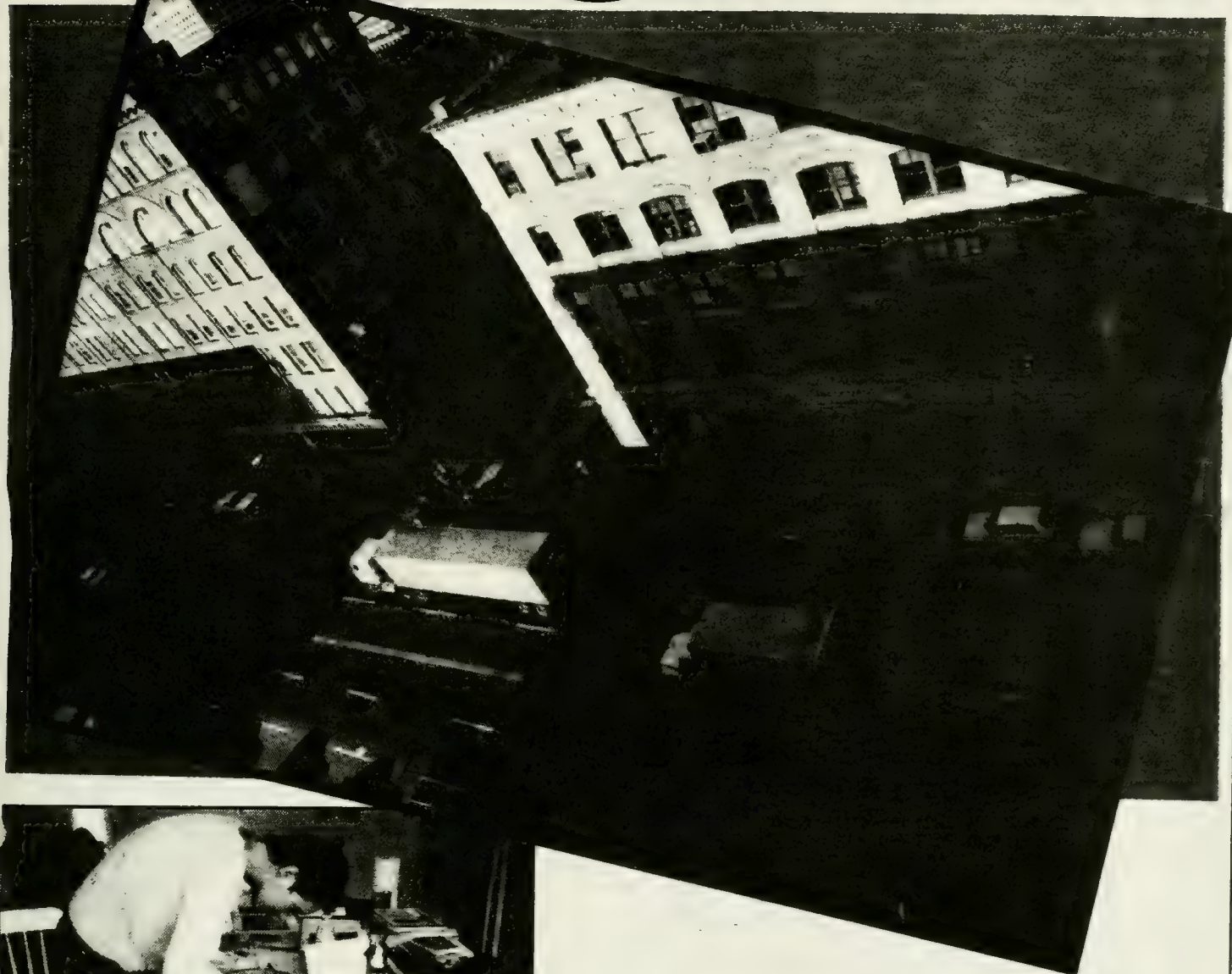
the BRA will have had its way for years. Most state agencies are pretty shy about legal action; the BRA isn't.

The Fort Point Channel area is unique. One of five Boston blue-collar workers works there. Companies like Gillette, Shaugnessy Crane, Arabar Coffee, Boston Freight Terminals, Walsh Movers, Beacon Light, Turner Fisheries and hundreds of others all hire in the area. The area depends on trucking and access to the sea. It is also the largest under-developed area in Boston, and only a five-minute walk from downtown. And the Fort Point Channel district is full of heavy players. The EDIC, Massport, Gillette, Anthony Athanas, McCourt, Conrail, Robert Coyne, Case and Pappas. The South Boston Community is also a powerful community. It is the most visibly represented community in Massachusetts. It is a political community that is used to fighting with government.

The BRA estimates that 12 groups control 75 percent of the land in the Fort Point Channel area. The danger with re-zoning, particularly through the IPOD, is that the users of this property — the businesses — may not be adequately represented. For example, the trucking industry is said to account for 7 percent of the industry in the area. But how many companies are trucking dependent?

If re-zoning is essential it is critical that *all* the existing business community in the Fort Point Channel area be part of the process. There is a frightening tendency for the zoning process to be structured around proposed construction projects. These should receive no greater consideration than existing businesses and their needs. Indeed, it's hard to see why they should receive as much consideration. Re-zoning efforts should protect the rights of those present now before considering the desires of those who may come in the future.





Fort Point artists, businesses brace for development

By Jill Gambon

Recent revisions suggested by city officials for the massive Fan Pier development have put the future of that project in doubt. But whatever happens with Fan Pier, residents and business owners in the nearby Fort Point Channel area are sure of one thing — their lives are about to change.

How the city manages that change could determine whether Fort Point will become a vibrant, diverse urban neighborhood or a glorified office park by day and a ghost town at night.

The maze of old warehouses and commercial buildings alongside the murky channel is feeling pressure from both the proposed Fan Pier project and the impending Third Harbor Tunnel construction, which will burrow underneath the area. With property values soaring, real estate speculation is already forcing long-standing tenants out of the neighborhood.

Change is visible along Summer Street, where buildings that once housed light manufacturing and small business have been renovated and now boast signs advertising "first class office space." Upscale eateries have begun to dot the street as well.

A recent study of the area's small printing and fish processing companies found more than 40 firms planning to relocate within the next five years. Escalating rents, lack of expansion space and traffic concerns are the most common reasons for moving, according to the study conducted by the city's Economic Development and Industrial Corporation.

see **Point**, page 50

These photos of the Fort Point Channel area and two of its residents were taken by photographer Judy Brannan, are part of a collection of 30 photos titled "Curtains on Summer Street: Work and Change in Fort Point," recently displayed in the Fort Point Arts Community office.

Point

continued from page 1

FUTURE SHOCK

While rental costs for Gayle Connolly's Summer Street slide show business have nearly doubled in the past three years, it is visions of gridlock that are driving her company from the Fort Point area.

"It's not so much the rent, it's traffic," Connolly says. "We can't get things delivered after 3 p.m." With all the construction slated for the area, she sees no relief in sight.

Lack of expansion space is stunting the growth of Ruo Graphics on Congress Street, says owner and president Michael Ruo. He is planning to move his company to the South Shore. "I'd like to stay here, but I don't think this building will be here in six or seven years," he says. "It's one of the few buildings on Congress Street that hasn't been rehabbed."

While small businesses prepare to leave the area, the neighborhood's tightly-knit artists community is also feeling the pinch.

In the past decade, Fort Point has become a mecca for visual artists drawn to the area's warehouses and industrial buildings, which feature freight elevators, large open rooms and high ceilings.

Many of the 300 artists working in Fort Point are now fighting for a place in the neighborhood's future.

Currently, 35 artists live and work in a limited equity cooperative at 249 A street. Other artists rent studios under a five-year lease with the Boston Wharf Company, owner of much of the neighborhood's property. These rent agreements were negotiated through the Boston Redevelopment Authority as a condition for approval of the company's plan to build a parking garage on Farnsworth Street.

But "after five years, there's no guarantee that the 250 artists who don't have secure space will be allowed to stay," says Robbin Peach, executive director of the Fort Point Arts Community Inc. and a member of the Fan Pier citizens advisory committee.

Peach says property values have climbed from \$12 to \$50 per foot of space at a time when her group has been looking for equity cooperative sites. The only hope for the artists' future in Fort Point is for developers of nearby projects to provide capital to the group as part of a neighborhood benefits package, she says.

MIXING IT UP

Peach joins a variety of area residents and city planners in advocating a "mixed use" future for the Fort Point neighborhood. Such a plan would include industrial space, offices, residential housing and artists studios, a mix she says will ensure a community with signs of life

after 5:00 p.m.

"It's an opportunity that the city is only going to have one chance at," she says. "People aren't going to be coming down here if it's just law offices."

The present zoning of the area is now being looked at by city officials to see how such a mix could be achieved.

The number of firms now planning to flee the area "indicate that there's a sense of urgency," says Robert Pritchard, director of research at the Economic Development and Industrial Corporation.

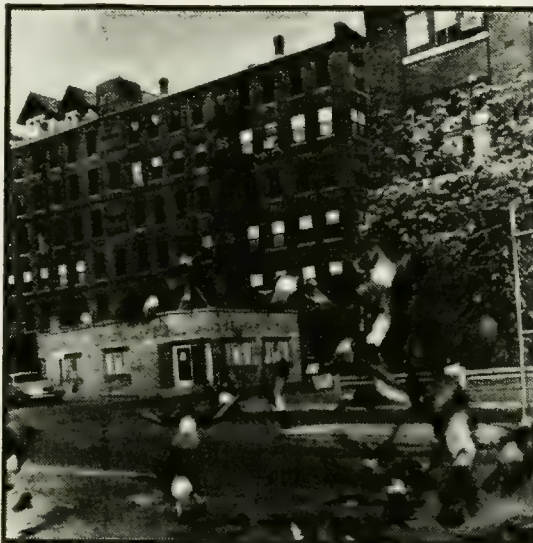


PHOTO BY PATRICE FLESCH

Many of the 300 artists working in Fort Point are now fighting for a place in the neighborhood's future.

Pritchard says his agency is currently working with the Boston Redevelopment Authority on plans to keep light manufacturing firms in Fort Point and elsewhere within the city. He notes the jobs generated by these industries are generally well-paying and offer opportunities to the city's skilled labor pool, which may not be available in the service sector.

Potential sites for relocating displaced firms include a seven-acre parcel at the Boston Marine Industrial Park on Summer Street and 25 acres of property in the Newmarket/South Bay area, which the city hopes to acquire. The site of the former Boston State Hospital in Mattapan is another potential home for firms that are looking to move, Pritchard says.

According to Pritchard, one way of keeping manufacturing in Fort Point now under review by the city is to subject to public review any plans for conversion of industrial space into commercial space. No such process is now in place, and owners of warehouses and industrial space can convert to offices without community approval.

Another alternative under discussion is creation of a light manufacturing zone in the Fort Point area, says Pritchard. Such a plan would re-

quire neighborhood approval.

"We need to make sure that land is not completely taken up by office space," says Linda Bourque, the BRA's assistant director for neighborhood planning and zoning.

Lawrence Dwyer, chairman of the Fan Pier citizens advisory committee, says rezoning to keep light manufacturing in the Fort Point area "would probably be received favorably" by area residents and activists.

But he emphasizes the concept of mixed use is "really critical to the Fort Point area." Toward that end, the committee is assembling a master plan for neighborhood development. This, says Dwyer, will allow "zoning to do its job — that is, control development."

Such a plan may not come soon enough for Daniel Yotts, a member of the Fan Pier citizens advisory committee worried about industries encroaching on South Boston's neighborhoods. "They're slowly creeping in on First Street," he says.

Another possibility being discussed is "a boulevard planning concept," says Bourque. Under such a plan, a major thoroughfare is designed as the anchor of neighborhood commercial and residential life.

"There is the opportunity to have that grand boulevard scheme that makes the connection between the downtown and the neighborhood," says Bourque, who adds open space is a "key" part of development plans for the neighborhood. She would not say which street would be the keystone of a boulevard plan.

While city officials are confident that a master plan will guide and balance development in the area, Fort Point tenants and residents are less sanguine.

"We'll come back in twenty years, maybe," laughs Connolly.

Expired permit may delay Northern Ave. Bridge

by Marie Gendron/Journal Staff

Construction on the new Northern Avenue Bridge could be delayed by several months because state Department of Public Works officials allowed a key permit to expire.

Two weeks ago, state officials about to unseal the bids on the first phase of the bridge's construction were informed by the Coast Guard that a permit allowing the state to begin the work had expired in 1985.

"The Coast Guard action took us by surprise," said Department of Public Works (DPW) spokesman Scott Pickard, "but we don't expect the delay to have a major effect on the overall timetable for the project."

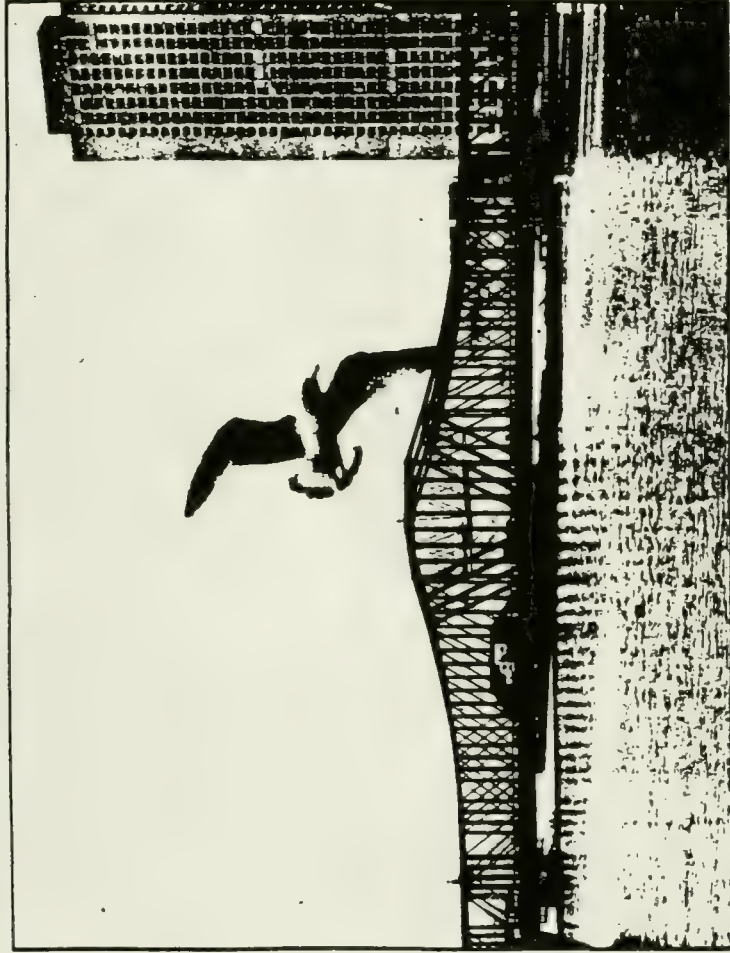
Nevertheless, a Coast Guard representative said the error will tighten the timetable on the \$15 million job.

"There's going to be time pressure on this project," said Gary Kassof, supervisory bridge management specialist for the Coast Guard. "They were ready to open the bids last Tuesday, which surprised me. Apparently, someone thought the permit was still in effect."

Last week, the DPW was scrambling to put together a new application for the Coast Guard-issued permit. Before any contracts can be awarded, the Coast Guard must review the project and decide whether or not to issue a permit. Once the Coast Guard receives the file, Kassof said, it will take at least three months to review and process it, thus pushing the start of the project to February at the earliest.

Originally, the contract for substructure construction was to have been awarded Nov. 3 from bids submitted earlier this year. Pickard said that because of the permit problem, the DPW will probably readvertise the contract next year.

The DPW last obtained a permit for the Northern Avenue Bridge work in 1982 but never started construction. The Coast



The DPW is scrambling to submit a new permit application to replace the Northern Avenue Bridge. Photo by Peter Bore

Guard permit stipulates that work must start within three years of the issue date, or the permit is void. In addition, all work must be finished within five years of the issue date unless the state DPW submits an amendment filing.

An even earlier permit had been obtained in 1976 and was allowed to expire in 1979.

The new span, originally scheduled to be open by late 1989, will replace the existing Northern Avenue Bridge over the Fort Point Channel. The project is being funded primarily by the Federal Highway Administration under its bridge-replacement program.

The first phase of the project, which will cost an estimated \$6.5 million, in-

cludes construction of new piers and other elements of the bridge substructure. That work was to have been completed by next fall. The second phase, including the construction of steel supporting girders and surface roadway, will be done under a separate contract, which has not yet been put out to bid.

Kassof said the Coast Guard could issue a new permit as early as February if all the issues surrounding the project are resolved. He said, however, that the Coast Guard has received letters from several parties objecting to some aspects of the project.

Among the concerns is one that fire boats will be able to pass under the new fixed-span structure only at low tide. Unlike the current bridge, which swings out

of the way to allow tall boats through, the new bridge will have a maximum clearance of about 25 feet.

To help alleviate the problem, the DPW has proposed installing new fire hydrants in the backs of buildings along the Fort Point Channel to allow fire trucks to better service the waterfront area, according to Kassof.

The bridge will be built independent of the Central Artery depression and other major construction projects slated for the Channel area, but Kassof said he wants to make sure the bridge work will not adversely affect the other undertakings before giving his OK.

"At this point, we're treating it separately, but that could change," Kassof said. "We don't want to take an action that limits a future action."

He said his original concern with the new Northern Avenue Bridge was whether any new water traffic resulting from the Fan Pier and Pier 4 projects would require modifications in the bridge.

Another consideration is what to do with the existing bridge, which is a registered historic landmark. One possibility under consideration is to swing it open permanently and turn it into a park. Yet another concern, this one brought up by the Boston Redevelopment Authority, is that the new bridge's high span could create a windy, tunnellike passageway for pedestrians walking on Atlantic Avenue. □

Struggling Fort Point artists ready for open studios weekend

By Christine Temin

High ceilings, strong floors, good natural light — the old brick factory buildings of Boston's Fort Point Channel district are perfect for the artists studios which have sprung up there. But, most of the more than 300 artists with studios in these mellow old buildings are threatened by displacement, as their

quarters look increasingly appealing to real estate developers.

The Fort Point Artists Community (FPAC) is fighting to save the spaces for the artists, and has already had some success including the landmark building at 249 A St., a cooperative housing 35 artists. FPAC and the Boston Redevelopment Authority have negotiated an agreement with Boston Wharf, the company that owns most Fort Point real estate, for five-year extensions on current leases for visual artists, plus a rental cap and payment of relocation costs.

Still, says FPAC head Robbin Peach, "There are more than 250 artists down here whose spaces are in jeopardy. This is a critical time for us. With the real estate speculation going on here, it is important that our community and neighborhood maintain itself."

Another BRA-aided agreement, this one with prospective developers of the huge Fan Pier project not too far from Fort Point, has led to the promise of 40 more units of artists' space. FPAC also helped in developing the new Brickbottom Artists Cooperative in Somerville, which will house 91 artists.

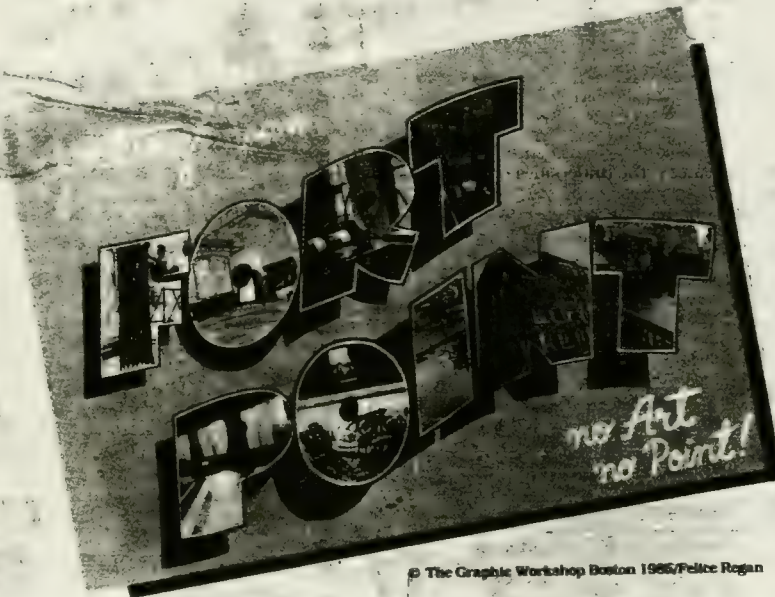
The public will get an inside glimpse of the Fort Point community at FPAC's 8th annual Open Studios event this Saturday and Sunday noon to 5 p.m. More than 80 artists will welcome visitors whose first stop should be at either 249 A St. or the Computer Museum or Children's Museum on Museum Wharf where maps showing the location of all the open studios will be on hand.

Artists participating in Open Studios include Elizabeth Rosenblum, one of the lucky ones who owns space at 249 A St.; Jack Leary, at 51 Melcher St.; and Michael Guran whose studio is on the sixth floor of 322 Summer St., but for

several other artists and show work at 283 Summer St., on the ground floor, which, for visitors, means no stairs to climb or creaky elevators to endure. Guran will also show small reliefs across the street at the Entree Restaurant.

Much of Michael Guran's art is anything but small. Guran made a big impression with two enormous pieces at the Fort Point artists' show that is in the Federal Reserve Bank Gallery through Oct. 23. One piece is a giant basket, a concoction of twigs coaxed into a rounded form, and paint that seems to underscore that the piece is a collaboration between nature and the artist. The other is a huge screen that is open and airy despite its massive outline. Native American and African art influences Guran's works both in spirit and in size; he mentions the enormous fishing baskets and house-sized twig and plaster pots of primitive peoples.

It seems important to Guran to have a more direct, hands-on contact with nature than, say, a landscape painter does. Some 18 months ago Guran and a small group of other Boston artists and lawyers created a cooperative on 500 acres of relatively inaccessible land in Vermont where Guran discovered an Ironwood tree, the wood of which was once used for ax handles. "The wood's so hard that you can't drive a nail into it," the artist says. The big basket at the Federal Reserve is made of Ironwood, as are some of Guran's other pieces. Grape



© The Graphic Workshop Boston 1985/Felice Regan

rope are other materials he favors for works that retain a pleasing roughness and raw exuberance.

Scale is so important to Guran that he is moving in order to have a bigger space for even bigger work. He'll be one of the artists in Brickbottom, where he'll have enough room to make a basket 17 feet tall. But he says he loves Fort Point so much that he will retain another space in the area, just to remain part of this lively artists community.

Guran's art is wonderful, but not the sort that's easy to sell. He has been doing sculpture for 30 years but earns his living as an architect. He sees no relation between the two jobs. "When they stopped making huts out of bent twigs, architecture started going downhill. Architecture makes the world neater. Sculpture comes from that murky dream place."

When Elizabeth Rosenblum came back from a trip to Italy four years ago she received a note to the effect that if she could scrape together \$1,000 by the next day, she could put in a reservation for a studio in a building that some artists might be able to buy. She had to borrow the money from another artist and then proceeded to spend week after week in long meetings about the project, with the estimated cost rising steadily.

But Rosenblum ended up with not one but two spaces at 249 A St. She works in one, which, she says, "looks like a New York subway station under construction even on the days when it's

clean." She and her husband live in the other space.

Rosenblum's paintings and works on paper are complicated and compelling, with images often taken from art history. She projects a slide of, say, a 16th century Flemish perspective exercise onto a canvas and traces the image. She'll repeat the process with several more images on the same canvas, which ends up as a complex, layered work. She often uses images from Renaissance textbooks, botanical treatises and the like. Leonardo's scientific drawings are a favorite source: "After all, why not the best?" she asks.

Her powerful works are often likened to those of the German expressionist painter Anselm Kiefer whom she calls "the greatest living painter." But she sees a major difference between them. "He goes for plastic form. I sink drawing into the surface."

This will be Rosenblum's fourth Open Studio. She loves the chance to talk about her work.

"I encourage people to touch the paintings, turn them around, feel the surface, and see how they're built. People sometimes arrive at my studio seeming somewhat apologetic, but they leave feeling confident about going to galleries and museums. The nonsense in the art magazines discourages people. They feel they have to read 40 pages before they can relate to the work."

Rosenblum's favorite Open Studio reaction to her work came from "a teenage boy with a Mohawk, 40 pounds of chains and a skateboard. He looked at my work and said, 'Awesome!'"

Upstairs from the American Wiping Rag Co. is Jack Leary's studio. Like most artists, Leary earns a spartan living, and could only afford to rent raw space in Fort Point. But he's turned his space into comfortable quarters, doing the construction himself. He is now considering a move to his building's ninth floor, so he can make money by subletting his sixth floor studio. The prospect of carrying groceries up nine flights of stairs on days when the elevator is out is, however, daunting.

Leary is largely self-taught. In the late 1970s he made a transition from illustration — he was particularly interested in science fiction — to fine art. His work has taken several turns since, but he's never done completely abstract pieces.

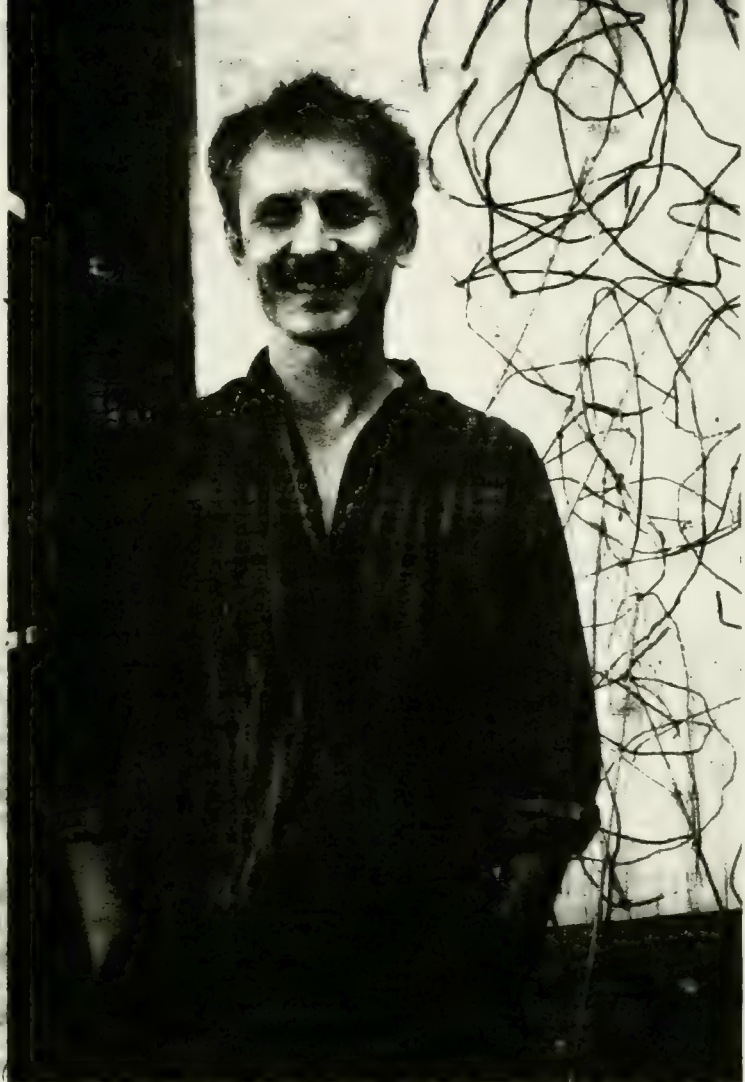
Leary went through the period of





Globe staff map/Anthony Schultz

Fort Point open studios includes those of Michael Guran, right, standing in front of his sculpture, 'New Natural History, Pt. 3'; and, below, Jack Leary, working on one of his assemblages of canvas, paint, styrofoam and plywood.



Globe staff photo/Wendy Maeda

working in stained glass, a medium that can all too easily fall into Son of Tiffany triteness. But Leary's stained glass uses bold images borrowed from real life.

He designed one stained glass work in his studio by sitting cross-legged in a chair, placing a mirror in front of his sneakered feet, and drawing what he saw in the mirror. The result is a fresh and funky image. Another stained glass work shows the interior of a pub, with working men enjoying their pints of bitter. A third shows a train station, an image appropriate for a work by a man who has traveled all over Europe and

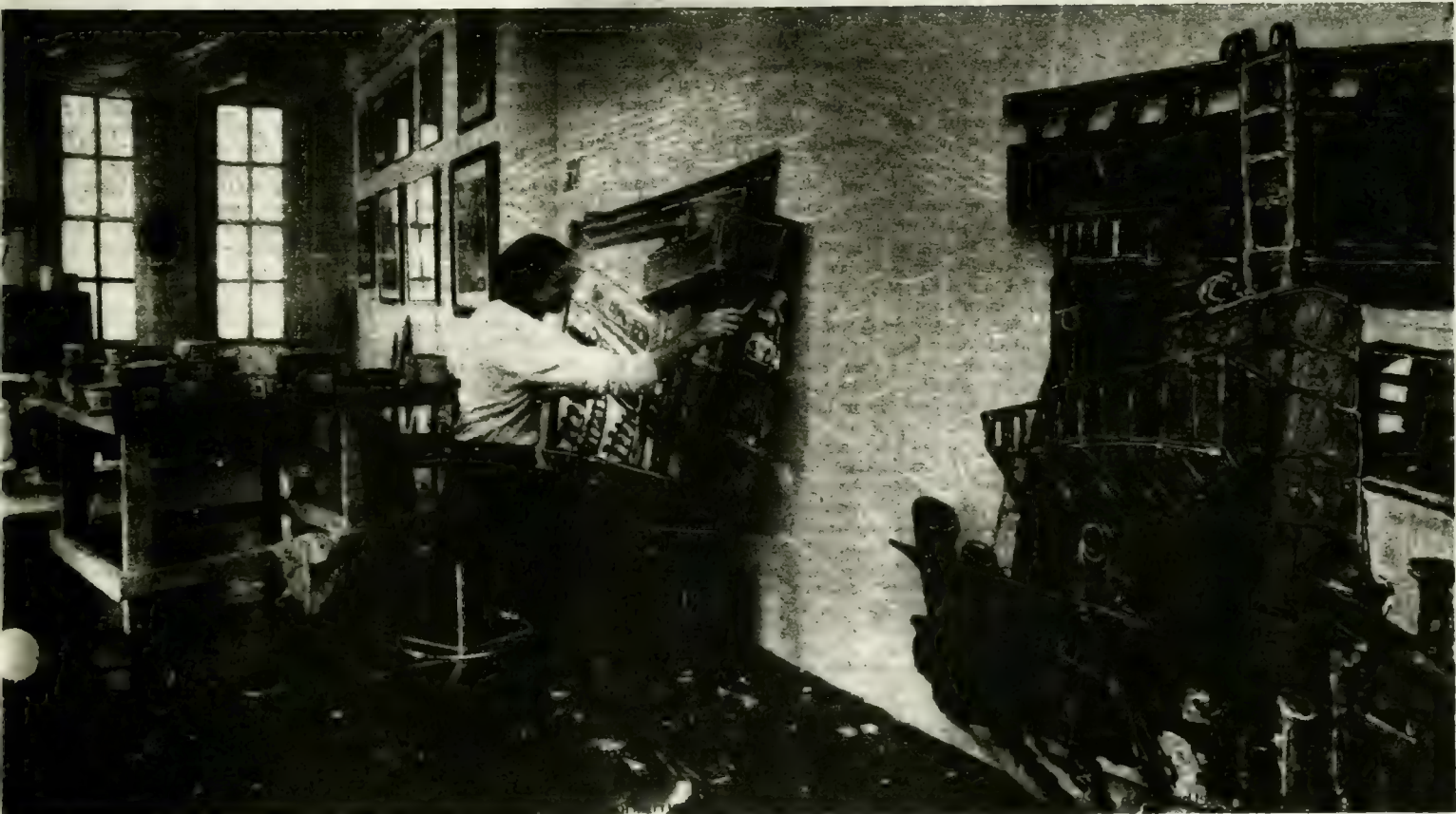
Some of Leary's paintings document and celebrate his four-month stay in a cabin in the wilds of Alberta, Canada. One painting shows the artist on a raft; in another, he's painting *en plein air*.

His latest works center on urban themes — the undersides of bridges and expressways, which will be recognizable to anyone familiar with Boston. These are big pieces, assemblages of canvas, styrofoam, plywood and paint. "I try to make them almost sculptural," the artist says.

In "The Ramp" a pair of cutout cars cling to the edge of the work while a bus tears up the ramp itself. There is a rooftop view, and a work that shows the State House, and one smaller piece that looks almost abstract but turns out to be "a slug or an amoeba, along with its trail."

"I like the feeling of giant toys," Leary says of his boisterous art. □

Christine Temin is a member of The Globe staff.



Fort Point Channel

SEPTEMBER 3, 1987

SOUTH BOSTON TRIBUNE

SEPTEMBER 3, 1987

SOUTH BOSTON TRIBUNE

Fort Point Channel Civic Advisory Committee Is Expanded

In late June, Mayor Raymond L. Flynn expanded the Fort Point Civic Advisory Committee (C.A.C.), formerly the Fan Pier/Pier IV C.A.C., to incorporate a larger number of South Boston residents while expanding the level of community control over future development in

South Boston.

Relative to future development plans in Fort Point Channel area, Mayor Flynn stated to Committee members, "It is my belief that the continued planning for Fort Point Channel and the City overall must be balanced, equitable and

continued on page 9

would benefit Boston residents in general and South Boston residents in particular.

Another major focus of the Committee has been the development of transportation plans and controls which would protect South Boston's residential areas. Throughout the past thirty months, over 90 public committee meetings have been held where concerns of neighborhood residents were reviewed by the C.A.C. and incorporated into future development plans. Additionally, several large community meetings have been held in South Boston to review these issues and the C.A.C. will continue to pursue this direct community input as the proposed development process progresses.

The expansion of the C.A.C. has increased the level of South Boston representation on the Committee. The original Committee membership included representatives of South Boston's leading civic associations including the South Boston's Citizen's Association, the South Boston Residents Group, Saint Vincent's Neighborhood Association, Representative Flaherty's Office and the South Boston Community Development Corporation. New members to the Committee include Steve Lynch, a local resident representing labor, John Alekna, representing the South Boston Board of Trade, Ken Sinkiewicz, Director of the South Boston Community Health Center as well as representatives from the West Broadway Task Force, Fort Point Community Association and the Harbor Park Committee.

Larry Dwyer, the group's chairman, stated, "It is extremely important to the residents of South Boston and to existing local businesses that decisions regarding appropriate development in the Fort Point Channel area

be primarily guided by the community as a whole." He continued, "No one type of development is appropriate for this entire area. The continued diversity of Fort Point Channel is critical. We must take steps to ensure that transportation systems are developed which protect our residential areas, that the waterfront continue to accommodate fishing and other marine related activities and that there is also room for development which

incorporates the needs of the growing economy of our City."

The Committee will be working over the upcoming months with the Boston Redevelopment Authority, Massport, E.D.I.C. and other appropriate City and State agencies to develop a set of planning guidelines which will ensure that the diverse concerns of the South Boston community are taken seriously.

Fort Point

continued from page 1

sensitive to neighborhood concerns."

Since January of 1985, the primary responsibilities of the Committee have been related to the development plans associated with the Fan Pier/Pier IV proposed development projects. The major emphasis of the Committee's work has been to focus public benefits such as jobs, affordable housing and linkage payments in a manner which would ensure that any future development

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REVIEW

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Fort Pt Channel

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NEW ENGLAND NEWSCLIP AGENCY, INC

Fort Point planning in full swing

The 300-plus acre Fort Point Channel area in South Boston will be the focus in coming months for a group of planners and architects.

The Boston Redevelopment Authority is expanding its planning for the channel area by authorizing \$120,000 for a battery of private consultants to augment the BRA planning staff.

Among the consultants is the Chicago office of Skidmore Owings and Merrill, which designed the \$193 million mixed-use Rowes Wharf complex

SOM will receive \$35,000 to prepare an environmental impact analysis of the channel area and produce urban design and architectural images or concepts for the district. Its study area also includes the Fan Pier and Pier Four developments.

They include Todd Lee/F.R.Clark Associates of Boston which, under a \$35,000 contract, will help prepare an open-space plan for the area.

Architect David Dixon, also under a \$35,000 contract, will help coordinate the services of all consultants and will produce an infrastructure and streetscape analysis.

Stull and Lee Inc. will assist the BRA in developing appropriate housing types and locations for residential areas "and develop architectural images for the two Red Line transit stops suggested for the study area," according to the BRA. The contract is for \$25,000.



photo by Flint Born

■ The view of Boston from Fan Pier: So near and yet so far. South Boston's shoreline may be humble, but developers are busy weaving fantasies about it. Home-towners, out-of-towners, even investors from Japan are all ready to converge on Southie with grandiose plans for mixed-use projects a la Copley Place, chic condos and ferry terminals, all crossed by a sleek monorail. That's the fantasy. But the real world is full of problems: small streets, old bridges, poor public transportation. And don't forget South Boston residents, who will have to have their say. . . .

Curtain goes up on the Channel: Let the development begin!

The cast of players is both enormous and impressive. It includes

by Marie Gendron

the curtain on its first act.

Welcome to the Fort Point Channel area, Bos-

ton's longtime eyesore turned red-hot development site. For years, developers and city planners have been trying to overcome development obstacles including a barely navigable road network, interminable traffic problems, virtually nonexistent public transportation and insufficient electric, sewage and other utilities.

The stage is 145 acres of mostly vacant land located between Boston's financial district and the residential neighborhood of South Boston.

And the production—which has had one of the longest prologues in Boston's history—may finally be ready to raise

the biggest problem on that list has been how to get the people who would live and work in the new area in

40 (see Ft. Point, page 19B)

— continued —

Ft. Point

(continued from page 1B) 40

and out without adding to the traffic congestion. Most of those involved see the proposed third harbor tunnel and the depression of the Central Artery as the key to the transportation puzzle. This fall, Congress again failed to pass the Federal Highway Bill, which would have provided federal funding for the new roads. But unlike a few years ago, the consensus now is that the funding soon will be approved—probably by early next year—and that the new transportation network will be usable by 1996.

Altogether, the land available for development is nearly the size of the current downtown. It runs along Northern Avenue from the Fort Point Channel southward to the Reserve Channel.

Despite the size of the area, Fort Point Channel has just a handful of landowners. Some, like restaurateur Anthony Athanas and British conglomerate the Boston Wharf Co., have held their land for decades waiting to see how the transportation problems will be resolved and what shape the area will eventually take.

Controversial trip

The agency that has the final say on what is to be built on much of the site, the Boston Redevelopment Authority, is currently reviewing proposals for the Fan Pier and Pier 4, the two projects located closest to downtown. Athanas' development company, Boston Mariner Co., which is developing Pier 4, and Boston's HBC Associates, which is developing the Fan Pier, have proposed mixed-use developments for the sites.

Two weeks ago, Mayor Flynn and about 20 other city officials traveled to Japan to seek Japanese investment in Hub real estate projects, including two planned for the Fort Point Channel area: the Fan Pier and an expansion of the World Trade Center. Flynn and the BRA board, which authorized the spending of up to \$80,000 in public funds for the two-week trip, were widely criticized for traveling at the taxpayers' expense. However, Flynn and the BRA have said the trip was necessary to attract some of the billions Japan plans to invest in US real estate this year.

"Specifically, it appears the Japanese are very interested in waterfront development because they have done a lot of that," said BRA spokesman Ralph Memolo. "[The Fan Pier and World Trade Center] appear to be the types of things Japanese investors are interested in."

Because of their location, and because they are furthest along in their planning, the Fan Pier and Pier 4 will set the standard for subsequent developments in the area. Combined, the projects will feature about 2 million square feet of office and retail space, 1300 hotel rooms, 1000 condominium units and 4700 underground parking spaces on the 35-acre site.

In addition, developers of the recently completed World Trade Center (a team that included Fidelity Investments, Forge Development, Pier 5 Limited Partnership, John Drew Co. and O'Connell Development) plan to expand by putting up a second building across Northern Avenue on a Massport-owned parcel that is now a 1600-car parking lot. Preliminary plans for this second phase include about a million square feet of office space plus a new parking garage.

One of the chief landowners in the area is the Boston Wharf Co., a company composed of the New York-based Rose Associates and Town & Country Properties Ltd. of London. The company holds about 75 buildings in the area behind the Children's Museum, comprising 3 million square feet of floor area.

Many of the company's buildings are simply storage facilities, but some house light manufacturing plants, warehouses and office space. John Dineen, a Boston lawyer who serves as Boston's Wharf's spokesman, said the company does not plan to change its buildings much despite the new interest in the area (see *BBJ Real Estate* section, September 1985).

"What we've done over the past years, as the market demanded, is upgraded the buildings," said Dineen. "Our plan isn't to do any kind of mass demolition. . . . We're sort of doing our thing, as we have been all along."

Another parcel that will not change significantly in the next few years is the L-shaped parcel across Northern Avenue from the Fan Pier. The parcel is held by Cabot, Cabot & Forbes, but its ownership is under dispute. As a result, the company's development plans are on hold until the suit filed against it by developer John McCourt is resolved.

Cabot vice president Geoffrey Smyth said the company is "optimistic it will all be resolved before too long." But he said that even if the case is soon decided in Cabot's favor, development of the parcel will probably take between 15 and 20 years.

"This area is unusual in that it doesn't have any infrastructure," said Smyth. "You can't do development like this until you've got sewers to connect up to. That's an enormous amount of work."

Upgrading the infrastructure

Work has begun to upgrade that infrastructure.

Massport, which controls most of the former Army Base plus Commonwealth Flats (a 20-acre parcel located across Northern Avenue from the World Trade Center), has begun upgrading the utilities, sewers and roads on its properties in anticipation of the new developments. And the Fan Pier and Pier 4 developers are working with the state to upgrade their sites as well.

At the height of Boston's Industrial Age in the late 1800s, the Fort Point Channel district was dominated by freight yards, warehouses and railroad spurs that linked small piers with the main rail lines. But, as the size of ships and their cargoes grew, the then-too-small piers fell into disuse. The rail yards eventually shut down, but no new industry moved in. The area that had once been a bustling shipping port eventually became little more than a massive parking lot serving downtown workers.

Because the land is separated from the rest of downtown by the Fort Point Channel, the only access to it is a network of aging bridges. While plans have been in the works for 10 years to upgrade the bridges—particularly the heavily traveled Northern Avenue drawbridge—the bridges have yet to see any improvements (see *BBJ Real Estate* section, February).

However, that could change as early as next month, according to Matthew Coogan, deputy secretary for the state Department of Transportation. Coogan said the state has submitted design plans for a new six-lane, fixed-span Northern Avenue Bridge, and that construction may begin before year-end. Once construction begins, it will be three years before the new bridge is completed. Plans are also in the works to upgrade the bridges along Summer, Congress and Sleeper streets.

- continued -

While the bridge improvements are certainly welcome, taken by themselves they will do little to alleviate the area's traffic problems. The environmental impact statement for the Fan Pier estimated that even without the Fan Pier and Pier 4 developments, traffic over the Northern Avenue Bridge at peak hours will increase by about 30 percent by 1990. The new developments will add another 13 percent to that volume.

The longstanding plans to depress the Central Artery and build a third harbor tunnel have been delayed so long many people gave up hope that they would ever get under way. Now that funding seems imminent, both the developers and city and state officials are optimistic that

development of the area will finally become a reality.

"There was little hope that area could be developed because 90 percent of the traffic would have to go over the Northern Avenue Bridge," said Coogan. "This highway is giving shape to a new direction in the city."

Access still a problem

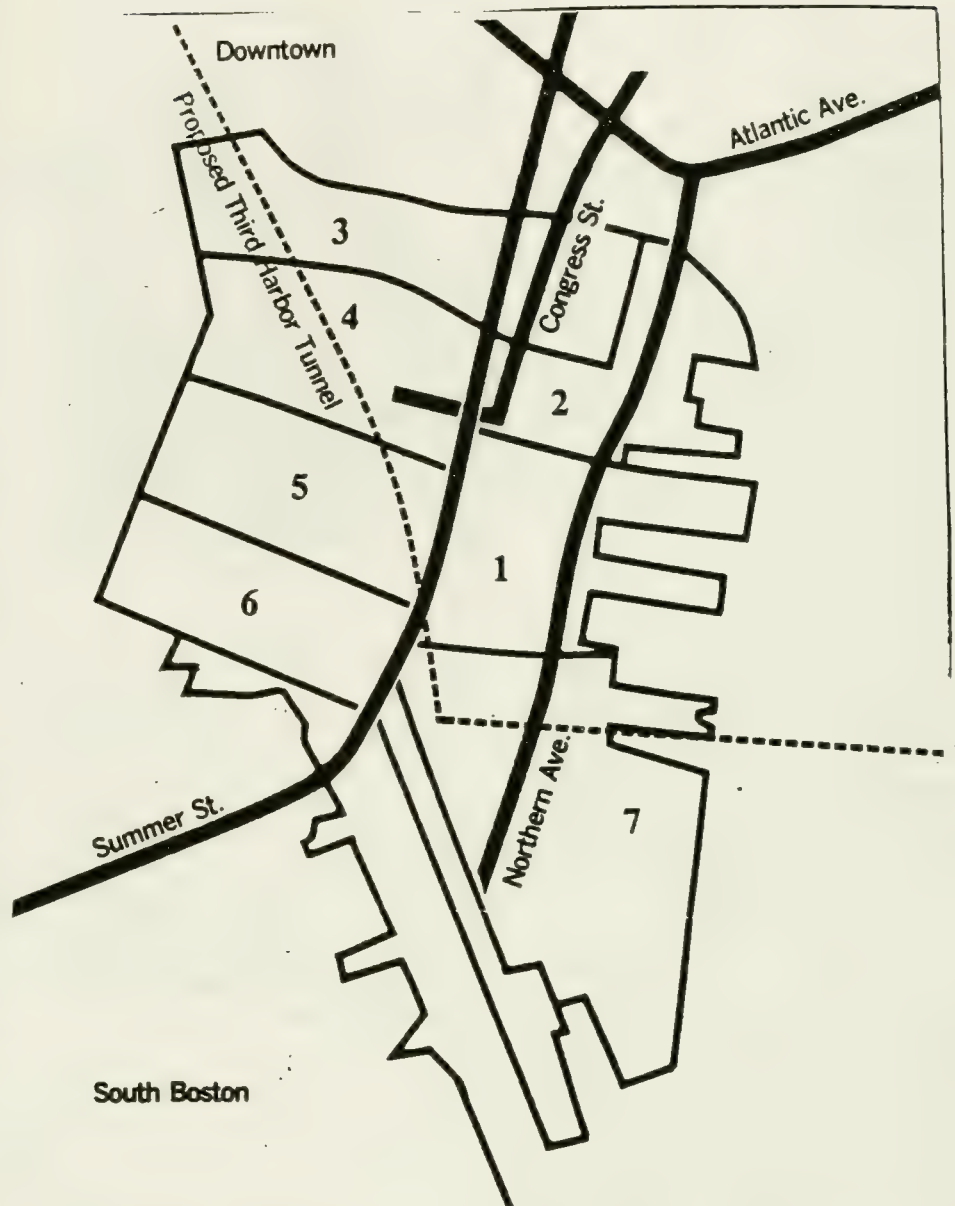
Altogether, the Central Artery and third harbor tunnel projects will cost \$2.5 billion, according to the environmental impact statement. The new tunnel will connect directly to both the Southeast Expressway and the Massachusetts Turnpike, with two interchanges serving the Fort Point Channel area. The interchanges are designed to direct traffic toward downtown. Because of the way the on-ramps are constructed, they will also prevent suburbanites from using South Boston residential streets as a shortcut to the airport.

The new Central Artery will have 10 lanes at most points, with eight lanes at its most narrow spot. Coogan said the construction budget also includes the money to reconstruct all the bridges in the area.

"It should do the trick," Coogan said.

It may do the trick for the street traffic, but the fact remains that the area also suffers from a dearth of public transportation. The MBTA has begun studies to determine the feasibility of building a Red Line loop through the area. But developers complain that such an extension could take as long as 30 years to complete. Another alternative, agreeable to both the MBTA and the developers, is to create a series of new bus routes serving the Fan Pier and Pier 4 complexes.

In May, John Drew, president of the World Trade Center, came up with perhaps the most creative solution to the public transit problem. Drew proposed plans for an elevated people-mover that would run from the trade center to South Station,



- Area 1: Includes Commonwealth Pier 5, the Fish Pier and Commonwealth Flats, owned by Massport.
- Area 2: Features the Fan Pier and Pier 4 developments along the harbor and Cabot, Cabot & Forbes' L-shaped parcel on the other side of Northern Avenue.
- Area 3: Includes about 75 buildings owned by the Boston Wharf Co. and a small parcel held by Gillette.

- Area 4: Former Penn Central Railroad property used for parking by the US Postal Service.
- Area 5: A mix of office, commercial and industrial buildings owned by people and firms.
- Area 6: Massport-owned land containing industrial and warehouse buildings.
- Area 7: The former Army Base and now home to the Boston Marine Industrial Park.

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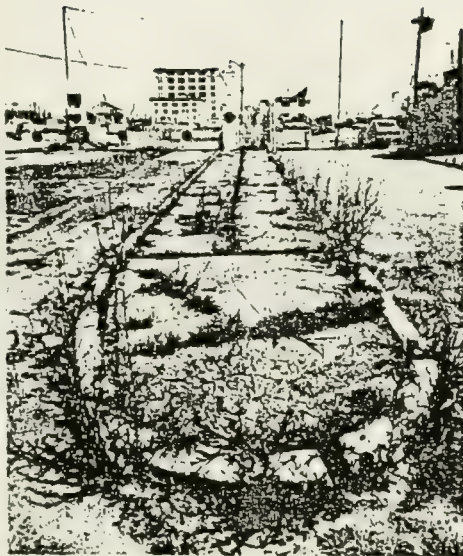
with possible stops at other major projects along Northern Avenue. Originally, Drew said the people-mover could be built by 1988 at a cost of \$20 million, mostly from private funds. (See sidebar on people-movers in other cities.)

However, since Drew's optimistic announcement, the project has been delayed by city and state officials seeking more public participation in the design of the transportation system. Arthur F. Casey, president of O'Connell Development, which is overseeing development of the plans, said his company has set up a non-profit corporation to gather information on financing, obtaining rights of way and other elements of the project. He said an advisory committee, made up of city and state officials, citizens groups and neighboring developers would work with it during the research stage.

"The non-profit was created to let everyone know of our sincerity, to show it's not profit-oriented, it's solution-oriented," said Casey.

No guidelines yet

Unlike the downtown, the BRA has not set development guidelines for the Fort Point Channel area. While Memolo said the agency is drafting guidelines for the district, he said he did not know when they would be finished. He said the agency is currently focusing on the Fan Pier and Pier 4 proposals—the only projects that have actually been brought to the BRA for review.



The Army Base, South Boston.

photo by Flint Born

"The Fan Pier and Pier 4 are seen as an extension of downtown," Memolo said. "That is a mixture of uses. We are emphasizing residential uses and we, of course, are emphasizing public open space."

Because there has been no master plan, development proposals for the Fort Point Channel area have evolved through a series of meetings among the various developers, the BRA and several interest groups and committees. The concerns expressed by community groups range from fears of increased traffic and harbor pollu-

410 (continued on next page)

tion to a lack of public access to the waterfront. The groups say they want the area to not only produce tax dollars and linkage fees, but to become a real neighborhood.

While just three new projects are currently in the works, wholesale development of the Fort Point Channel area would have a tremendous impact on the neighboring residential area of South Boston. In addition to the added traffic in the area during construction, Southie could see substantially higher residential real estate prices as a result of the new development. This presents an interesting political dilemma for Mayor Flynn. By easing the pressure on the downtown, Flynn risks raising the ire of his former neighbors—and staunchest supporters—in Southie.

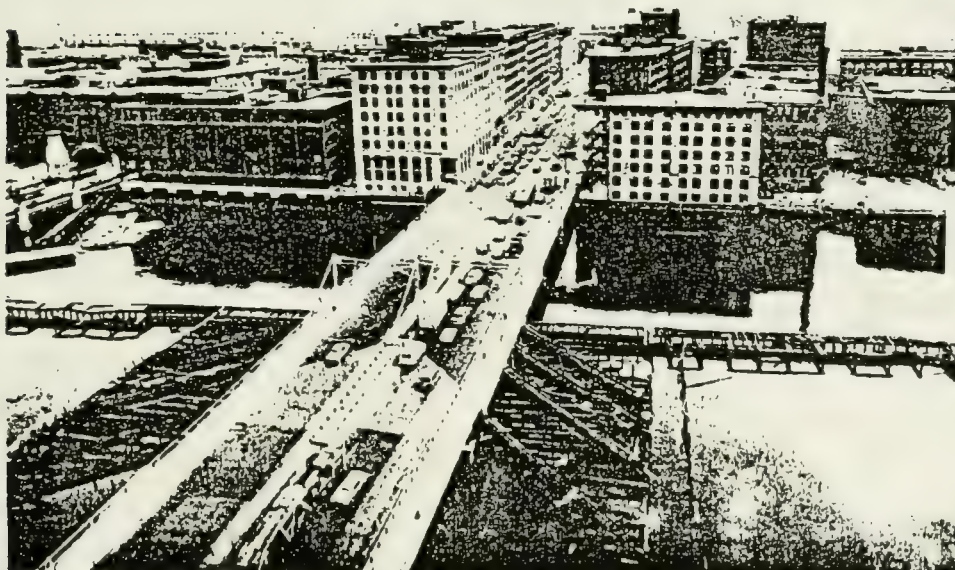
Some community groups are also concerned that the focus on office space and expensive condominiums in the proposed projects will discourage all but wealthy professionals from going to the area.

"You've got the possibility there of having something like Copley Place," said Thomas Ennen, executive director of Boston Harbor Associates, a waterfront watchdog group, and a member of the Fan Pier/Pier 4 Citizen's Advisory Committee. "If you don't have \$50 in your pocket, you don't eat lunch there. We want the area to be a magnet for all racial and ethnic groups, not a sort of enclave for the rich."

Public access to much of the area is, in fact, guaranteed by law (see *BBJ Real Estate, March*). To ensure public access, the developers have included public walkways and parks, marinas and waterways in their plans. Memolo said the BRA will require that all parking and service delivery areas for the Fan Pier and Pier 4 be located underground to help beautify the area and encourage people to walk around.

In addition, Memolo said the BRA will require that the developments include some affordable housing. He also said the developments will be built along a street grid that is a continuation of the existing street patterns in the area.

"We do not want to have something imposed on the city," said Memolo. "We want it to reflect the fabric of the city. We see it as a self-contained community but also one that will attract people to its restaurants and shopping."



The hot spot, Ft. Point Channel will draw office and residential development, but can the South Boston neighborhood and infrastructure stand the pressure?

photo by Stuart Garfield

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Nov 24, 1986

Some industrial development

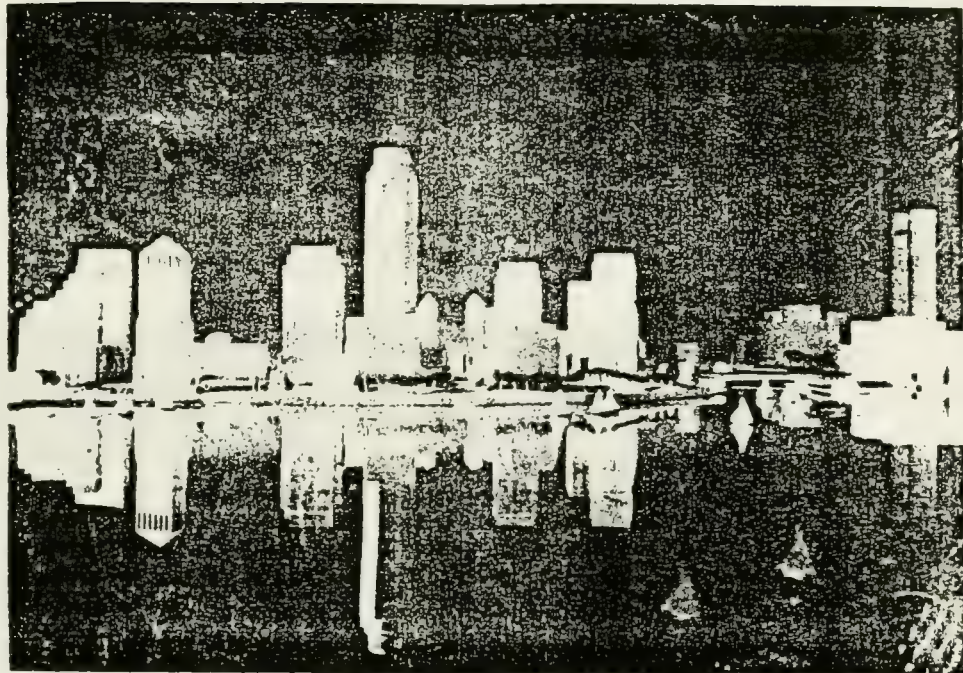
Not all of the activity in the district has been the development of new office space and condominium complexes. During the last several years, Massport and the city, through its Economic Development and Industrial Corp. (EDIC), have renovated the Fish Pier and the Boston Marine Industrial Park. The park, located on the former site of the Boston Army Base, covers 200 acres. The 80 industrial acres include everything from fish processors to printing companies to makers of medical equipment.

"The city's policy was to create a haven for these industries so we wouldn't lose them and the jobs," said Marilyn Swartz Lloyd, director of EDIC.

She said the park will be starting a beautification project in about a month that will add grassy areas and other aesthetics to the site. A key change in the park's image, she said, is the replacement of guard shacks by information booths. Swartz Lloyd said the park is also steering delivery trucks away from South Boston's residential streets. Each new tenant's lease includes a clause requiring all trucks to leave the area via Northern Avenue.

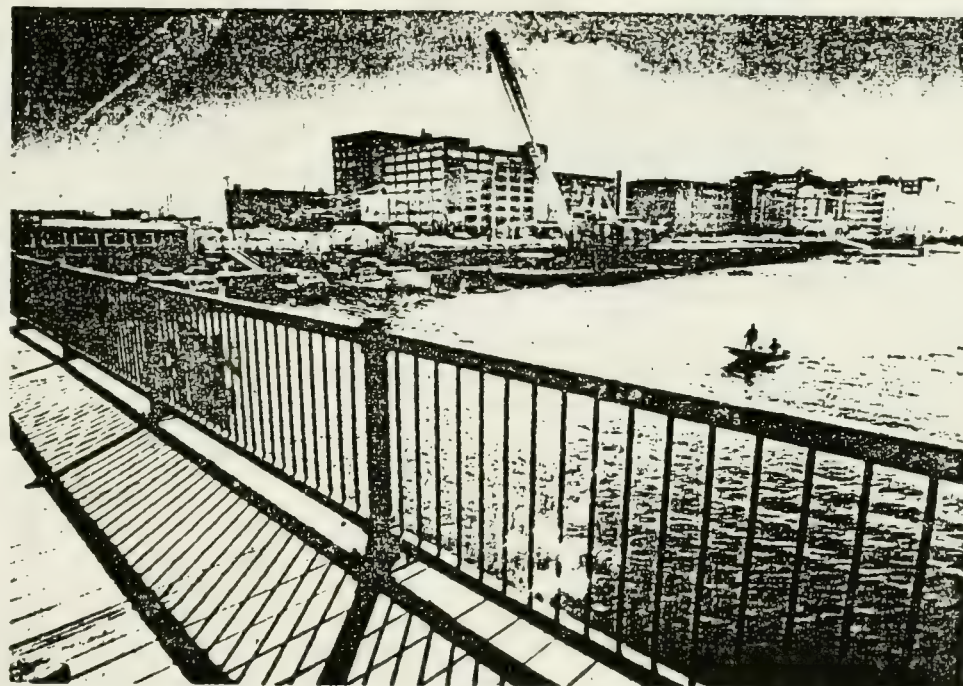
She said both EDIC and Massport are encouraging maritime uses for the former Navy Base. For instance, the US Navy wants to base two frigates and a mine sweeper on the site, and a cement company recently built two cement storage silos along the Reserve Channel.

"Originally, when we began with the Commonwealth Pier and the Fish Pier, the issue was whether you could get anything done down there," said Elliot Friedman, director of development for Massport. "There was no interest. I think you do have a lot of actors now and you're just going to have to have cooperative support between developers and city and state agencies. □"



A vision of Pier 4 as it might be. . . .

Courtesy of Boston Manner Co



. . . versus the reality of Ft. Point Channel as it is today.

photo by Flint Horn

*Rt. Paul
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SEP 5 1986

NEW ENGLAND NEWSCLIP AGENCY, INC.

**For retail, comm'l., res., offices and parking
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BOSTON - Boston Wharf Co., celebrating its 150th birthday, has announced its continuing redevelopment plan.

Boston Wharf is involved in several projects in the area between Northern ave. and Congress st. The conversion to new uses of 1.2 million s/f is now underway.

Working in conjunction with the Boston Redevelopment Authority on the master planning, the area will provide accommodations for a wide variety of uses including retail, commercial, residential and office space.

Some 400,000 s/f of space, including 88 condo units, have been converted or are under construction. In addition, a 327 car garage is under construction.

Boston Wharf Co. has begun an 85,000 s/f office conversion on the waterfront at Summer st. and preliminary planning has begun on the large parking lot between A st. and South Station.

Boston Wharf Co. is owned in partnership by firms from both sides of the Atlantic. From the U.K., majority partner Town & City (part of the Peninsular & Oriental Steam

Navigation Co.) developed the State Street Bank Building 20 years ago as its first project here.

The U.S. partner, Rose Assoc. of N.Y.C., has developed One Financial Center in Boston, the Pentagon City complex in Washington and the Keystone Building here, also developed with Town & City.

**Wall builds branch
for Northfield S.B.**

BARRE, VT. - Northfield Savings Bank, Northfield, is building a new branch outlet on Wall st. E.F. Wall Construction is the builder.

Firms 'crossing over' Fort Point Channel

By Anthony J. Yudis
Globe Staff

Fort Point Channel for a long time has been the "dividing line" that financial and professional groups, such as law firms, would not cross when looking to establish a business address, said Thomas Niles, president of the Niles Co. of Boston, one of the city's older real estate companies.

But the resistance to crossing over and even deeper into the South Boston side is fading fast, he said, and businesses are recognizing that the city's financial district is no longer confined to the downtown area.

Niles, which has been a fixture for almost 20 years in the 28 State Street tower downtown, is one of several downtown companies that have decided to pack their furniture and cross the channel to set up new headquarters. As prices for new downtown office space continue to rise, some real estate observers think this trend will help other office locations in Fort Point Channel, North Station and the Charlestown Navy Yard, where building rentals are less expensive.

Niles is moving its 40 employees into 7,000 square feet of new headquarters space at 303 Congress St., the six-story building with a glass facade sitting at the edge of the channel and whose windows face the Boston skyline. It is one of the first new buildings in the area in 50 years.

An adjacent building also fronting on the channel, but whose address is at 250 Summer St., is a former wool warehouse. It was purchased last year by Northland Investment Corp., which recently completed transforming the structure into a first-class office building while restoring the facade.

This week, Morrison, Mahoney & Miller, a law firm with a staff of 70 lawyers - now operating out of Court Street near the Suffolk County Court House complex - also decided to cross over the channel.

The law firm has leased 48,617 square feet of space at 250 Summer and will occupy the top four floors of the "Channel Building," as it is called. The long-term lease was negotiated by Spaulding & Slye



Stephen Paris (third left), a partner in law firm of Morrison, Mahoney & Miller, stands on bridge spanning Fort Point Channel in front of building at 250 Summer St. where firm, which is now located near Pemberton Square courthouse complex, plans to establish new offices. With him are James E. Hooper (left), vice president of Spaulding & Slye, brokers for the building; Ogden Hunnewell (second left), vice president of

"We needed a first-class building where we can have control over our future space needs, but we didn't want to pay high-rise office tower prices," said Stephen J. Paris, managing partner of the law firm.

Another law firm, Lawson and Wayne - headquartered at High Street in the financial district - has made a commitment to take 10,000 square feet of office space even farther away from Fort Point Channel on the South Boston side. The firm will be moving into an eight-story building on Summer Street and Fargo Street, a former woolen warehouse and brokerage house now being converted into first-class office space by The Pappas Companies of Boston.

Robert A. Danziger, president of Northland Investment Corp., said his company is having discussions with a Boston bank that wants to put in a branch outlet. It would be the first retail bank on

the South Boston side of the channel.

Banks, said Danziger, "are recognizing that there is a lot of activity beginning to take place in this area."

Price difference

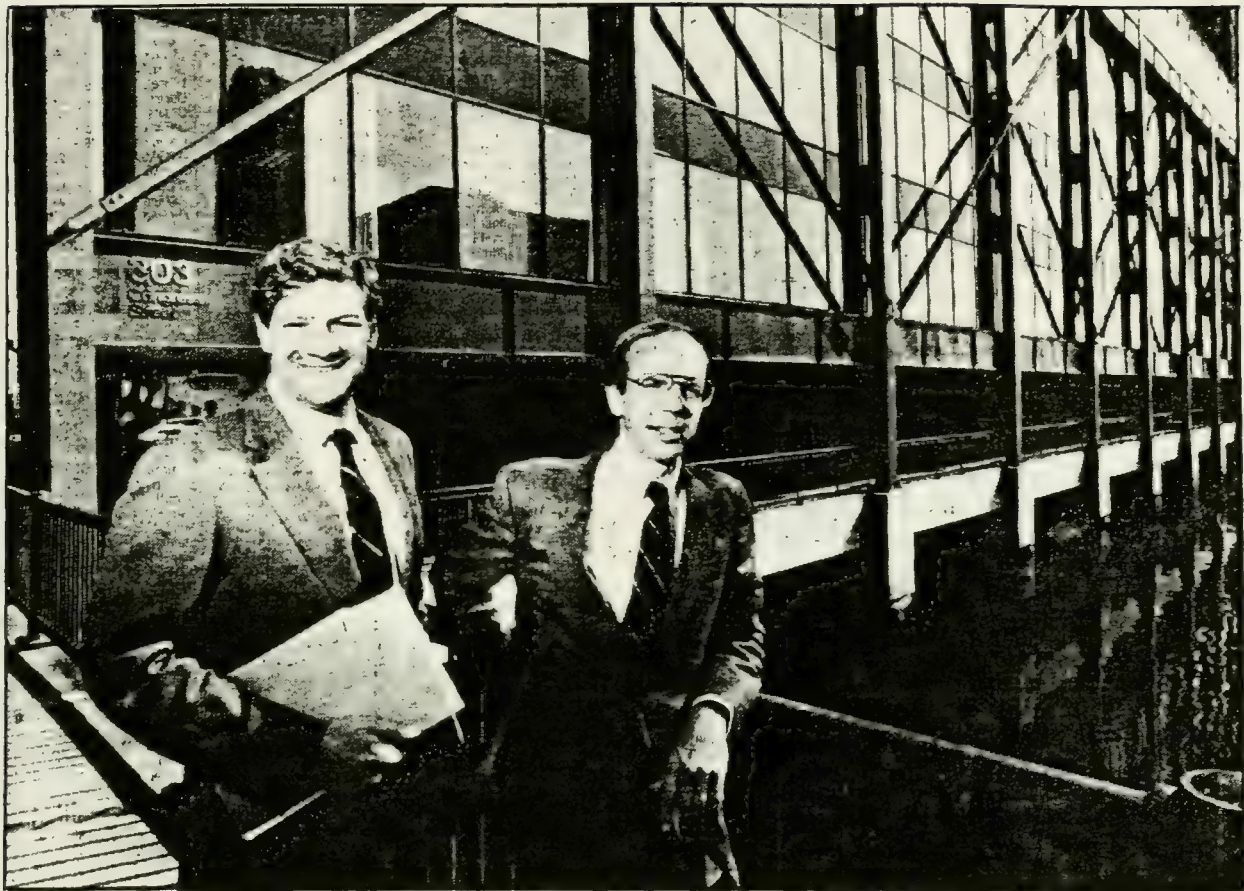
There is a price differential between downtown office towers and space in the Fort Point Channel area, and some firms obviously are more interested in this differential than having a more prestigious downtown address, said Danziger.

Currently, there is a range of about \$17 to \$27 per square foot in the channel area, while office tower space in the downtown area runs from \$25 to a top of \$50 per square foot.

But this may be a little deceiving, since not all buildings are office towers and some buildings that were rehabilitated downtown

APR 5 1985

BOSTON GLOBE
P. 502, 928



Northland Investment Co., building owners, and (right) Robert A. Danziger, president of Northland. In photo at right, C. Jerry Ragosa (left), executive vice president of Niles Co., and Thomas Niles, president of real estate firm, stand at the entrance to 303 Congress St. Niles, which has been located on State Street for nearly 20 years, will move its headquarters to the Congress Street address. GLOBE STAFF PHOTOS BY TED DULLY

can still compete with Fort Point Channel prices.

One argument advanced by some real estate observers is that the channel area is too far from the center of business activity.

C. Jerry Ragosa, executive vice president of the Niles Co., said his company has hundreds of staff people involved in work outside company headquarters as property managers for other building owners.

"They and building tenants have to come occasionally to our main office, but we feel they can do that just as easily if we are at the Fort Point Channel as in a downtown location, since South Station and the MBTA Red Line is only a five-minute walk to 303 Congress St."

High-tech tenants

Two other firms taking new space recently in the channel area

are Sim-X Lightspeed Computers Inc., which leased 16,000 square feet at 47 Farnsworth St. for a sales office, and Data Acquisition Systems, another high-tech company, which leased 17,400 square feet at 11 Farnsworth St. Both properties are part of larger holdings totaling 75 warehouse buildings - a joint venture of P. & O. Trading Co. Ltd., a British firm, and Rose Associates of New York City.

Rose Associates developed the 45-story One Financial Center building near South Station at a time when some real estate experts were saying businesses will not go as far as South Station. The tower today houses some of the city's more prestigious tenants.

The British-Rose joint venture also is planning a major upgrading of its holdings for new uses, as well as new construction on some

of the vacant land it owns. Currently the joint venture is in the process of getting approvals for construction of a six-story, 327-car garage on Farnsworth St. Eric K. Bacon of C.W. Whittier Inc. was the broker who negotiated the two high-tech leases for the Farnsworth buildings.

On Thursday, the Boston Redevelopment Authority approved another major rehabilitation project in the Fort Point Channel area. It will add another 127,650 square feet of prime office space.

The property consists of two buildings 280-290 Summer St., recently purchased by a partnership of Miller Blew and K. Cory Benson. The office plan for the two seven-story brick warehouse structures is being designed by Bermeyer Associates Inc. of Boston. The developers plan to add a penthouse floor and an interior three-level atrium.

Spence Quits Post With Fort Point Developer HBC Assoc.

Lewis H. "Harry" Spence, project director for HBC Associates' proposed \$700 million Fort Point Channel Fan Pier building program, is resigning Oct. 6 to join the Beacon Companies of Boston as a vice president for development.

For the past two years, Spence has been guiding the complicated Fort Point Channel project plan through the city's planning review process for the private developers headed by the Hyatt Hotel chain of Rosemont, Ill., and the Carpenter Co. of Boston.

The mixed-use building proposal that would include a 1000-room Hyatt Hotel, is still being reviewed by the Boston Redevelopment Authority and a Civic Advisory Committee. Final approvals for the project are expected to be sought by the development company in coming months.

Edwin N. Sidman, president of Beacon, which is currently building the Rowes-Fosters Wharves hotel-condominium-office-marine complex on Boston's Atlantic Avenue waterfront, said his company is in the midst of a "tremendous growth" pattern with several major real estate projects in the works.

"Mr. Spence will be a welcome addition to our senior management team" he said.

Spence, when asked why he was making the job change, said Beacon "has offered me a position that I could not refuse."

"The Fan Pier project is a superb project but Beacon is a large scale development company that will be giving me the opportunity to build new buildings and participate in its growth," he said.

Spence said he will be in charge of all hotel development for Beacon. The company, he said, is interested in developing a nationwide hotel system.

"We will be developing hotels in a variety of ways, some through direct development by Beacon and some through franchising," he said.

Spence said he was optimistic about the outcome of the Fan Pier project and that in the last few months "significant progress on transportation and planning issues has occurred."

Spence a graduate of Harvard College and Harvard Law School, was the court-appointed receiver of the Boston Housing Authority before he joined HBC Associates.

Fr. P. Channel

A big player with a low profile

Owners of Fort Point Channel area have vast holdings
but are in no hurry to develop

By Anthony J. Yudis
Globe Staff

The Boston Wharf Co. has a low profile and a long history.

The company, a real estate entity that has 30 acres and 75 buildings with more than three million square feet of space on the South Boston side of Fort Point Channel, recently marked its 150th birthday.

Among those observing the occasion were top executives of one of Europe's major business conglomerates, London-based Peninsular and Oriental Steam Navigation Co., which started its life more than 150 years ago.

The "P. & O. Group," as the British-based company is called, is, along with Rose Associates of New York City, joint owner of the Boston Wharf Co. property through a subsidiary, Town and City Properties.

Presided over by Sir Jeffrey Sterling as chairman, P. & O. is an international group whose worldwide interests include shipping, construction, real estate, cruise services, housing development and banking. P. & O. itself merged with Britain's Sterling Guaranty Trust, a financial institution headed by Sterling.

The Boston holdings, while recognized locally as a major piece of real estate, appear to be small stuff in the long list of P. & O. interests.

"The property here may be small in terms of all of our holdings," said Sterling during a recent Boston visit, "but each building is important to us. We give equal attention to all of our assets nationwide."

Surrounding the vast Fort Point Channel holdings of P. & O. are large tracts of land for which major plans have been announced or have been discussed by other developers. They include the proposed billion-dollar Hyatt Hotel and the Anthony Athanas hotel, condominium, office and retail centers, a possible Cabot, Cabot & Forbes mixed-use center and development at the new World Trade Center.

The joint ownership of 19th century brick warehouses, many underutilized, dates back to 1971, and since then the owners have undertaken a few scattered rehabilitation projects between Northern Avenue and Congress Street, while continuing to maintain a mixed group of longtime tenants in most of the buildings.

But the activity surrounding P. & O.'s properties, promising much more dramatic building programs than P. & O. has put forward, doesn't bother the British company.

"We are not in a rush," said Sterling, when asked about future plans. "What we will do is respond to market forces and what people will want."

That is a Boston Wharf Co. tradition. To meet anticipated demand in the late 19th century, the company's main emphasis on wharfage and storage facilities for sugar and molasses was abandoned, and 90 warehouse and industrial buildings were constructed. These became important centers for wool storage and brokerage, and they dominate most of the channel area.

Sterling does not think that if the company took another decade to redevelop the property that it would be an unreasonably long time, even though the company has owned it for 15 years now.

Just by holding the property, its value has increased substantially, said

Sterling. Exactly how much the property would be appraised for today is unknown. But when it was purchased in 1971, according to real estate sources, the selling price was about \$12 million.

At any rate, said Boston lawyer John Dineen, "You will not see too many cranes and wrecking balls." Dineen is P. & O.'s Boston representative.

He said a long-term development program would include residential, light industry, office, research and development as the "basic mix."

Several structures on Farnsworth Street and Congress Street have been converted to offices, and two properties were turned into a condominium-garage project on Sleeper Street called Dockside Place.

"Currently we are processing applications for development of a 327-car garage on Farnsworth Street, and we will be selecting the contractor soon," said Dineen.

"The next project we will talk to the city about is one of our empty buildings at 44 Farnsworth St., a nine-story structure which we would like to see as market-rate rental housing as a beginning of from 80 to 100 units," said Dineen.

Dineen said his clients have been working for some time with the Boston Redevelopment Authority to develop a master plan for the company property, and this is why the property is not being included in the so-called "interim planning overlay district" being proposed for most of the waterfront by the BRA to control new developments.

The property is managed by Robert Kenney of Milton, whose headquarters

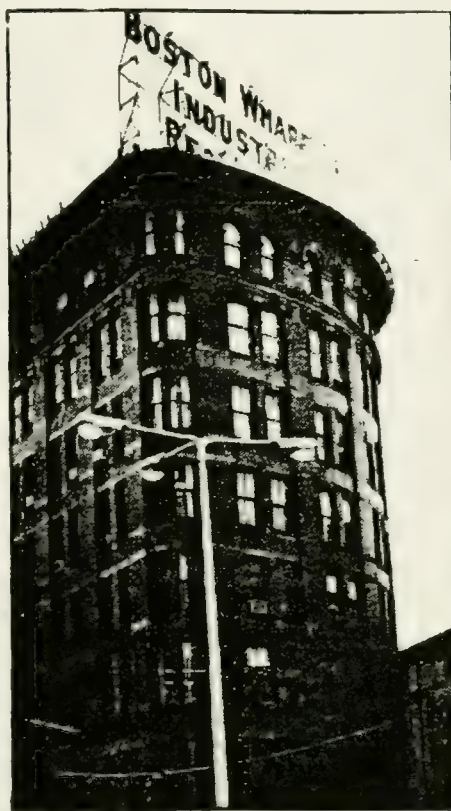
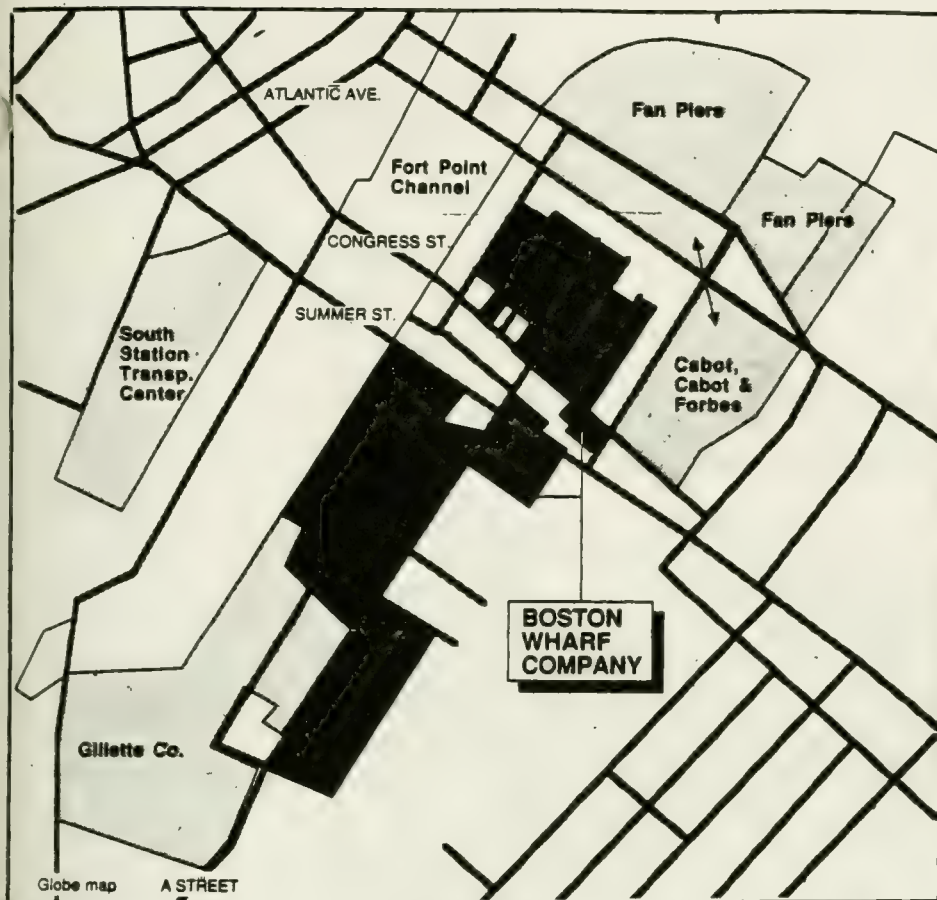
are at 259 Summer St. Britisher Timothy Harding, a Harvard Business School graduate who manages all property in the P. & O. inventory, visits Boston frequently to oversee the partners' properties.

The decade-long development outlook emphasizing rehabilitation is a philosophy also shared by Daniel Rose, president of Rose Associates, said Harding.

Town and City Properties, before it merged with P. & O., first invested in Boston more than 20 years ago when it developed the 40-story State Street Bank building at a time when local developers were not bullish about Boston's prospects. Later, in partnership with Rose Associates, the British firm also developed the downtown Keystone Building on High Street.

PHOTOS ON

NEXT PAGE



Globe staff photo/David L. Ryan
Roof sign dominates one of the company's many buildings below.



Globe staff photo/Wendy Maeda
Sir Jeffrey Sterling, left, and attorney John Dineen help oversee operations of the Boston Wharf Co.

Fort Point Channel

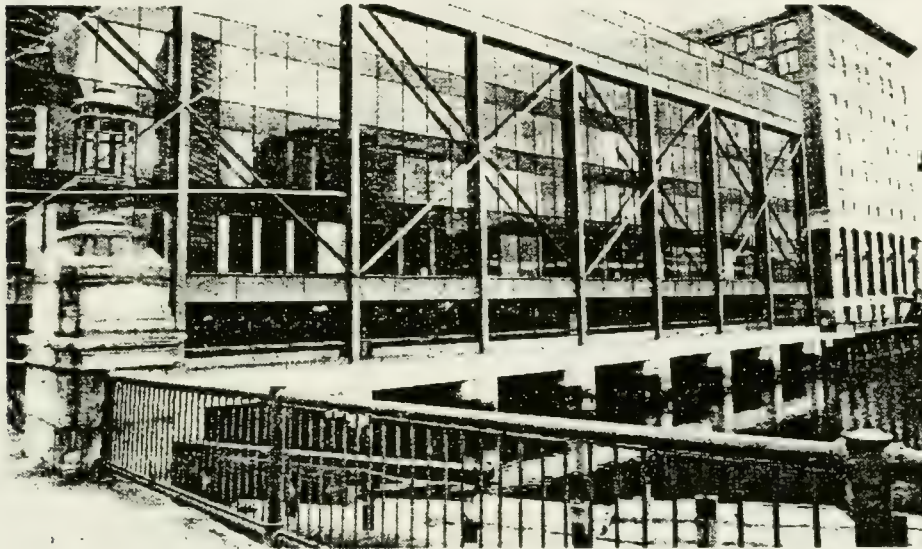
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APR 23 1986

NEW ENGLAND NEWSCLIP

With Land Enough And Time, What Will Be Made Of Boston's Fort Point Channel?



By Karen Cord Taylor

Imagine that an old city had available several square miles of vacant land, comparable to the size of its present downtown, on which to build a new city. Imagine too that this piece of land was adjacent to the present downtown and also overlooked the sea. What would the city do with this land? How would development decisions be made? What planning priorities would emerge? Would a modern day L'Enfant or Haussmann step forward to develop the planning concept?

How would this new "city" differ from the old one? In what ways would it be similar? Would it solve urban problems or create them? Would the new city demonstrate that city planners, architects, developers and residents have learned something about cities and the way they work? Would succeeding generations grow to love the new city as well as the old?

The sizable piece of vacant land—and the development opportunity it represents—exists in Boston, south of the Fort Point

Channel between the Financial District and South Boston's residential neighborhood. And plans are being made to build what amounts to a new city there. In the way it chooses to develop this area, Boston will have the opportunity to answer some of these questions. The outcome could provide the most interesting case in American city planning since southwest Washington, D.C. was laid out. What will this area be like and what will it mean for the rest of the city?

"That is the big question everyone is talking about," says Rebecca Ruopp, senior planner at Skidmore, Owings and Merrill and a member of the team that put together the environmental impact report on the Fan Piers and Pier 4 developments, now in the planning stages in this district.

There is enthusiasm for answering this question now partly because the Fort Point Channel area has been an eyesore and a development barrier for many years, and partly because the times and market conditions seem ripe for making something happen

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now. Those involved in the planning here and those who are monitoring it seem determined not to let this opportunity pass and to ensure that whatever emerges from the planning process is of lasting value. "Our view is that with the harbor and the volume of the waterfront property, we can create [something of] high social and civic value," says Thomas Ennen, executive director of Boston Harbor Associates, a waterfront watchdog organization. Mr. Ennen, who sits on two of the committees involved in the planning process for the district, believes that "it is not a question of whether or not something is simply acceptable. We're trying to do something great."

In the heyday of Boston's industrial age, this district was dominated by freight yards, warehouses and railroad spurs that linked "finger piers" with the main rail lines. As ships and their cargo containers grew larger, the small piers, no longer suitable, fell into disuse. Trucks began to supplant the railroads as the preferred method of moving goods in and out of ports, and the rail yards, as a result, disappeared. But no significant new industry emerged to replace them. With a declining population and a changing economy, Boston could make little use of this area, except for parking. The few landowners around—Anthony Athanas of Anthony's Pier Four is one—could afford to sit on the land until its best use became clear.

That needed clarity has finally emerged in the form of plans to make this area primarily an office center—an extension of the city's Financial District. In customary 1980s

fashion, a healthy mixed-use dose of housing, retail and hotel use will be included too.

The land available for development spans approximately 145 acres, including the existing 19th-century brick buildings that lie inland from the harbor behind and south of the Children's Museum. Some of these buildings have already been renovated into offices or condominiums. Other buildings are being slated for renewal one at a time as the market demands.

One major landowner in the area is Boston Wharf Company, composed of the New York-based development firm, Rose Associates, and Town & Country Properties, Ltd. of London, which controls approximately three million square feet of space in several old brick buildings behind the Children's Museum. On the harbor itself, The World Trade Center, an office project and exhibit hall located in the former Commonwealth Pier or Pier 5, opened recently with 350,000 square feet of office space, 70 percent of which has already been leased, says John Drew, head of JDC, the developer of the project. In addition there are 120,000 square feet of exhibition space and a 50,000-sq.-ft. conference center that opened in March.

Mr. Drew has additional plans for the area too. Across Northern Avenue from his present project is a Massport-owned parcel known as Commonwealth Flats, where he'd like to create an additional one million to 1 1/4 million square feet of office space in two side-by-side towers. JDC has a preliminary design and is now "starting to get into the design review process with the Port Authority." By the end of this year, Mr. Drew says, he hopes to have resolved with Massport, the BRA and the neighborhood groups the major design issues of the project's size and appearance. If that timetable holds, the first phase of construction would begin sometime next year. An additional one million square feet of space could be added to the one-million-plus already planned, Mr. Drew



calculates, but those plans won't go forward, he said, until the second phase has been nailed down.

Of the developments now actively being planned, the closest to the downtown is the Fan Piers and Pier 4 proposal, the master plan that recently passed muster with the BRA. The two projects combined call for approximately two million square feet of office and retail space, 1,300 hotel rooms, 1,000 condominium units, 4,700 underground parking spaces, public squares and walkways, marinas and waterways, on a 15-acre site. The timing, location and size of the Fan Pier and Pier 4 developments make them precedent-setters for subsequent developments, most area developers agree. The developers, HBC Associates and the Boston Marine Company (the development entity owned by Pier 4's Anthony Athanas), say they hope to begin construction within about a year.

Across Northern Avenue from the Fan Piers is an L-shaped parcel held by Cabot, Cabot and Forbes (CC&F), the ownership of which is being disputed. As a result, development plans are on hold pending a legal ruling in a suit that pits CC&F against developer John McCourt. Even if the case is resolved soon in CC&F's favor, the development wouldn't be completed for at least six to eight years, according to CC&F Vice President Geoffrey Smyth. Office space would be a principal use, although there might be other elements in the project as well, Mr. Smyth said.

The sprucing up evident in the Fort Point Channel area has not been limited to the parcels with office use potential. Over the last several years, Massport and the city, through its Economic Development and Industrial Corporation, have renovated the fish pier, cargo and passenger ship terminals, and the Boston Marine Industrial

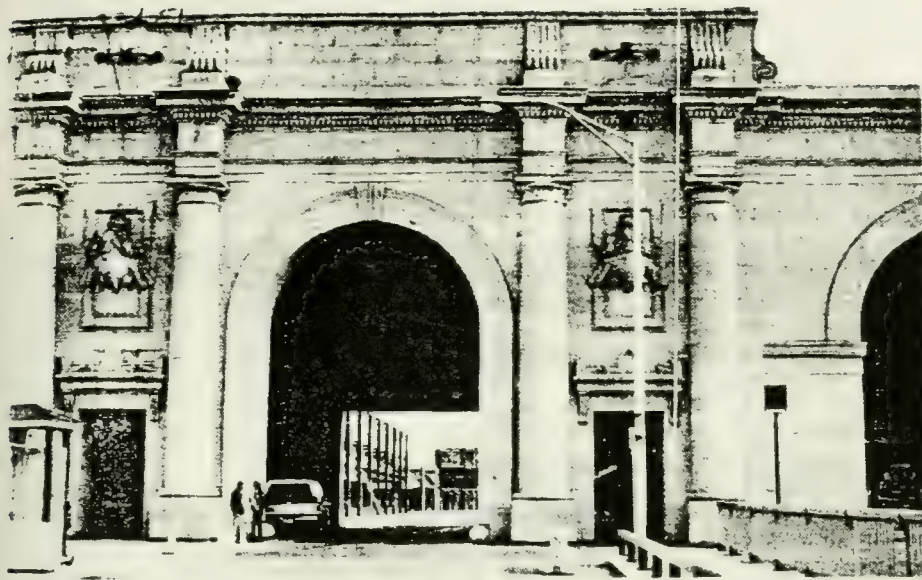
Park. To complete the seaport picture, the Navy wants to base two frigates and a mine sweeper in the area, according to Adel Foz, director of planning and programming for Massport. Not expected to change significantly at this point is the inland section around Jimmy's Harborside Restaurant on Northern Avenue. This is Massport property and present businesses have leases that, for the most part, won't expire until at least the year 2000, thus precluding any imminent development activity, says Mr. Foz.

The planning for the area hasn't sprung from the grand vision of a L'Enfant, but rather from the work of the developers, the BRA, the various interest groups and committees. And the vision of what the area should be has evolved as these groups have dealt with the issues. The BRA did not include this area in last year's Downtown Plan and has provided little in the way of specific direction through formal, published policy statements. Instead, BRA spokesman Ralph Memelo said the authority is basing its planning approach on two overriding principles: that downtown development must be steered toward underutilized areas such as Fort Point Channel; and that a housing component in any proposal—either on the development site or elsewhere in the city—will receive a more favorable response from the BRA than a proposal that doesn't include housing. Another important planning priority for the BRA is to retain the grid and scale of the area's existing street system, Mr. Memelo said.

Two formal BRA development policies, each resulting from concern for the harbor, will also affect development in this district. The BRA's Harborpark, dubbed a "framework for planning discussion," does not have the teeth of formal zoning restrictions, but it does have widespread support. The main focus of this "framework" is to assure public access to the harbor. Chapter 91, the Massachusetts law governing present and former tidelands, gives the state jurisdiction in the area under a legal doctrine which holds that the public has rights of use to present and "historic" tidelands—in other words, filled land. The law also favors maritime-related uses along the harbor. Although regulations implementing Chapter 91 have not yet been promulgated, Fort Point Channel area developers have taken the spirit of the law into consideration when formulating their development plans.

A variety of public and private sector representatives have gotten into the planning

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act, too, through committees reflecting the interests of the downtown business community, harbor watchdog organizations, the shipping industry, South Boston neighborhoods and government agencies, among others. And the plethora of voices involved in the planning process has given rise in some quarters to criticism of the BRA for its lack of direction. But others think the days are over when one agency or one individual can dictate planning decisions for the city. "There is a simplistic belief that [planning] needs to be controlled by one single agency," says Harry Spence, HBC's project manager for the Fan Piers. But the diverse and broad-based planning process in the Fort Point Channel district, he says, represents a more rational approach, and one that has produced a "collective vision" forged from the disparate views of those involved. "This process is messier than [the] grand planning schemes, which have been largely and rightly discredited," Mr. Spence concedes. But it is also "less technocratic and more democratic. It reflects the culture and makes sense."

Considering the number of individuals and interest groups involved, a surprising degree of consensus has emerged for the Fort Point Channel. Even critics who fear for the integrity of the South Boston residential community and those who lament the "usurpation" of parts of the deep-water port for recreational and business uses, don't oppose some development in this area, as long as it is well planned. "Progress must be accepted," says Arthur Lane, president of the Boston Shipping Association. "But there is no need for mushroom growth unless it is a part of a total plan and commitment." Artists who have lived in the area for several years (many of whom came across the channel after being forced out of other development areas, such as the old Leather District) now fear another round of displacement as development pressures in the Fort Point Channel district intensify. But at the same time, they recognize that the spotlight on the district has been good publicity for them, according to Lisa Bouchard

quired to bring the development concept for the area to fruition.

Some of the differences between the "new" city and the old will be positive. For one thing, since large parcels will be managed by development companies, public areas will be clean, and the streets are likely to be relatively pothole-free. The new utility systems also ought to work better than some of the antiquated ones in the "old" city, although some observers are still concerned about infiltration and inflow into the harbor, reports Ms. Ruopp. The Fan Piers and Pier 4 developers plan to do all of the major infrastructure work at their own expense, and the assumption is that other private developers will be required to follow suit.

Also distinguishing the "new" city will be a concentration of "mixed" uses that doesn't exist anywhere else in the city. Most downtown districts have been relatively monolithic—the Financial District consists almost exclusively of offices, while Beacon Hill fights aggressively to bar any uses other than housing. Only in major new developments—Copley Place, for example, and perhaps, if all goes as hoped, in the transformation of the Combat Zone—has extensive mixed-use been employed or suggested.

The relatively large amount of housing going into this area, even though it is officially located in South Boston, will be isolated from the other residential areas of the city. This raises interesting questions about the character of this emerging Boston residential neighborhood. What will a residential neighborhood be like if it is in an area that is also defined as an office location? Can such an area really be a neighborhood? Can it stimulate the long-term loyalty and commitment typical of other established Boston neighborhoods?

That all depends on a variety of factors, says John Zeisel, president of Building Diagnostics, Inc., an environmental planning and research firm. A strong sense of neighborhood is not precluded by mixing office space with housing, he believes, as long as there is life in the area after the offices close.

of the Fort Point Arts Community, Inc. of South Boston. The serious disagreements that do exist, she said, center over long-term planning issues, such as traffic, which have dogged the area for decades.

The key concepts of the Fort Point Channel plan—though general, sometimes contradictory and subject to differing interpretations—are widely supported. They include a harbor accessible to the public; architecture that is distinctive, built to a Boston scale with Boston-style materials; a district that is lively, capable of attracting a lot of people and doesn't shut down at night; a development that will extend the downtown without disrupting the South Boston neighborhood on its southeastern flank. Participants in the process also applaud the combination of marine-related industries the plan envisions and its insistence on maintaining "acceptable" traffic levels.

The picture that emerges from all the planning to date suggests an area that will differ considerably from and have a profound impact on the rest of the city. Also clear from the planning discussions thus far is that enormous coordination will be re-

But there are other ingredients that are important in defining neighborhoods. One planning theory holds that the strongest sense of neighborhood exists in areas with "landmarks" such as schools, churches, fire and police stations and libraries, that are closely identified with the neighborhood, Mr. Zeisel explained. Vital neighborhoods also have "nodes"—small squares, playgrounds, parks and other gathering places that bring people together, Mr. Zeisel says. At this point, he notes, the city has no plans for locating fire and police stations, schools or libraries in the Fort Point Channel area, but there will be parks. Two small churches, serving principally maritime industry employees, exist here now.

Neighborhood services such as a large supermarket or a gas station, which can also serve as landmarks and bring people together, don't exist now in the area, and none have been included in any of the new development plans. But with office rents comparable to those in the financial district and mid- to-luxury-range condominium prices, Mr. Spence suggests, it is questionable whether such basic neighborhood services and institutions requiring a large amount of space could afford to locate here in the absence of assistance from the city or special provisions by the developers.

What that means, Mr. Spence and others note, is that Fort Point Channel residents will have to go to other parts of the city for basic services, and many will drive. If that trend develops, one of the major benefits of

creating a downtown residential neighborhood—e.g., a population that does not have to drive—will be diminished.

Another important ingredient in Boston's neighborhoods that will be missing from this new area, is children. Demographic trends show that the people moving into the city, on the whole, are not bringing children with them, according to Mr. Spence, who points out that the condominium units in the Fan Piers and Pier 4 development, priced in the \$250-per-sq.-ft. range, will be aimed primarily at two-career couples and older residents.

Also distinguishing this new district from the rest of the city will be its lower density. The floor area ratio of approximately 4.5 in the Fan Piers and Pier 4 is considerably below the range (8-10) generally allowed downtown. The design plan also envisions more open space than is found in either the Financial District and most other downtown neighborhoods. Open space, although generally viewed as desirable in the abstract, does not always fit well in a city; nor is it always essential in all neighborhoods. The sidewalks of Beacon Hill are narrow, the houses densely packed and the only significant open space exists in Louisburg Square, which is off-limits to casual pedestrians. Yet Beacon Hill is where most residents or tourists head when they want to enjoy a bit of Boston's charm. Some of the city's large open spaces, by contrast—City Hall Plaza, Copley Square and the area around Pruden-

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tial Plaza, for example—have not added much in the way of life or charm.

One of the major questions for the district that is being created across the channel is whether its generous supply of open space will give the area a Boston feel, or make it more like a suburban office park than an urban neighborhood? To what degree will the open spaces provide a setting for public events that residents welcome? On the Boston spectrum between charm and lifelessness, where will these developments fall? Even without knowing what the buildings will actually look like, some people are already concerned about how these questions will be answered. "The architecture is much less important than the public realm," says Mr. Ennen. And looking at the development proposals, he complains, "It is hard to relate [them] to an area that is a part of Boston."

To provide a significant amount of open space, even in an area with an FAR under 5, some buildings will have to be tall. Of greatest concern now is the Fan Piers' Hyatt Hotel, to be located nearest the harbor and designed to reach the height of the Federal Reserve Building. Supporters of the building cite the opportunity to make it a focal

point similar to a lighthouse or the Customs House Tower. Critics say a structure of that size has no place on the water, and they point to Harbor Towers as an unsightly example of the failure of high-rise architecture when it sits beside the sea. Critics also say permitting such bulk and height along the waterfront diminishes the feeling of the harbor in subtle ways. "One of the lovely things about a harbor is that the largest things are the ships," says Mr. Ennen. "They're like buildings moving across the landscape. Everybody stops to look. You don't get that feeling looking down from the top of a tall building."

Furthermore, critics fear, the Hyatt proposal, if approved, would set a precedent for increased height throughout the area. "Because of the [importance] of the view, the higher you build close to the water, the taller you'll have to build behind," Mr. Ennen warns.

In one important way, however, the Fort Point Channel district will precisely mimic Boston's older sections. Traffic and parking problems will be just as bad here as anywhere else in the city—that is, if all the roads, bridges, tunnels and upgrades planned for the area are actually completed. If they aren't, traffic problems will be even more

severe here and may even prohibit some developments from even getting off the ground. For example, Mr. Spence says, banks won't commit money to finance his project until the new Northern Avenue Bridge is a certainty.

Traffic is already heavy in the area, with port-bound trucks rumbling through South Boston residential neighborhoods in order to avoid tie-ups on the Southeast Expressway. The environmental impact report for the area estimated that even without the Fan Piers and Pier 4 developments, traffic over the Northern Avenue Bridge at peak hours will increase by about 30 percent by 1990; new development will add another 13 percent to that worsening traffic volume. Although South Boston representatives on the Civic Advisory Committee support development at the Fort Point Channel in principle, they are dismayed that one by-product of that development will be to compound traffic problems they believe are intolerable now. "[The city is] out to develop [the area] at any cost to the community," says Daniel Yotts, executive director of the South Boston Community Development Corporation.

Some measures for easing the traffic situation have already been proposed, including plans to upgrade the three bridges—Northern Avenue, Congress Street and Sleeper Street—that connect the downtown with this area, and proposals to realign Northern Avenue and improve traffic lights and existing roadways. Skeptics point out, however, that although some of these proposals have been in the works for the last decade, construction hasn't begun on any of them. Some longer-term approaches to the traffic problem include designating a fleet of buses to run a loop from South Station through the Fort Point Channel area, and increasing water transportation alternatives—water taxis, shuttles, ferries and commuter boats. One novel solution proposed by John Drew is an elevated electric monorail, connecting South Station with the fish piers and making one or two stops in between. The monorail, Mr. Drew estimates, could be operating within three years. Developers would pick up the tab for this and most of the other proposed transportation ventures. Also, in response to a BRA recommendation, the MBTA is beginning to investigate the feasibility of a Red Line loop to the area.

Another way of short-circuiting potential traffic problems, Ellen Watts, president of Boston Mariner Company, believes, is by building the housing first and "waiting for the roads to catch up" before developing the office space. Others think that sequence should be reversed—build the offices first and the pressure from increased traffic will force solutions to the problem.

Those who are anxious to see development at Fort Point Channel are banking heavily on the proposed, but as yet unapproved, federally funded roadway improvements of the future—the seaport access road, the third harbor tunnel, and the depression and widening of the central artery. Both the seaport access road and the tunnel

cross this area and plans for them must be coordinated with future development proposals. Plans for some of Massport's sites, for example, can't proceed until the proposed seaport access road and tunnel designs are complete and the funding has been approved by Congress, according to Mr. Foz. A South Boston by-pass road running north and south through an old railroad cut that would take commercial traffic off the Southeast Expressway and South Boston neighborhood streets is also being considered, but has not yet been approved or funded.

Even if the area's potential traffic problems are addressed successfully, business owners, particularly those in the shipping industry, worry that traffic tie-ups in the downtown (for which there are no solutions in sight) seriously hamper the transportation of goods out of the area. Trucks, except for those going south, must cross the downtown or travel the previously inadequate central artery to deliver their merchandise, business owners point out.

The traffic problems are so bad that walking, a form of transportation generally regarded as outmoded in most American cities, is being considered seriously as one major solution. Although some observers are skeptical of the distances people will walk, others contend that Bostonians walk cold distances like no other urban dwellers. They cite as proof the wave of commuters who hike year-round from North Station to the Financial District—a distance roughly comparable to that between South Station and the World Trade Center. The vacant land that dominates the Fort Point Channel area discourages walkers now, but with adequate sidewalks and shops and more people on the streets, pedestrian activity will increase, predicts Ms. Ruopp. Toward that end, some of the developments call for covered arcades extending to South Station from various points throughout the area. But not all plans encourage pedestrian use, some observers say. And the present design for the new Northern Avenue bridge, as a fixed-span arch, will discourage people from taking that route, Mr. Ennen believes.

Perhaps even more than in most development projects, timing is going to be crucial here. The economic viability of the projects and successful management of the area's traffic problems will depend on coordinating building plans with roadway improvements, Ms. Watts says. Equally important will be the phasing of each office and condominium building to respond to market conditions. Analysts are working on the coordination problems now.

One possible concern is that completion of the new city will detract from the old, but most agree that residents and office tenants downtown are unlikely to desert the Financial District and other city neighborhoods to populate the new district across the channel. But city planners do think the Fort Point Channel development has the potential to relieve downtown neighborhoods, fill the city's coffers and provide a "safety valve,"

in BRA terminology, for the continued growth of the Financial District. In the most optimistic scenarios, BRA officials think the expansion of the city's housing stock may help keep housing prices at lower levels. For South Boston, the new development could create new jobs and provide an incentive for solving the traffic problems that already exist, the BRA's Mr. Memelo says.

At worst, the development of Fort Point Channel could drive South Boston's housing prices up without providing jobs for its residents. "The majority of people in South Boston are traditionally hard-working blue-collar people," says Mr. Yotts, not, by and large, people who will want to work in the service industries that will arrive with the new developments. As new development continues and the new Fort Point Channel district takes shape, Mr. Yotts believes, the population of South Boston will change, and, he fears, South Boston as a community will lose its identity.

Still, Mr. Yotts, like most other observers, sees more good than bad in a development that he thinks will be "very beneficial" for the city. What isn't clear at this stage of the planning process is how good the good points will be or how damaging the negatives will prove.

Commissioner outlines Boston's art agenda

By Jeff McLaughlin
Globe Staff

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Boston arts commissioner Bruce Rossley, in his first policy address since Mayor Raymond Flynn named him head of the new Office of the Arts and Humanities last month, yesterday outlined a 12-component agenda that puts the administration on record as supporting all the pressing demands of the city's cultural community.

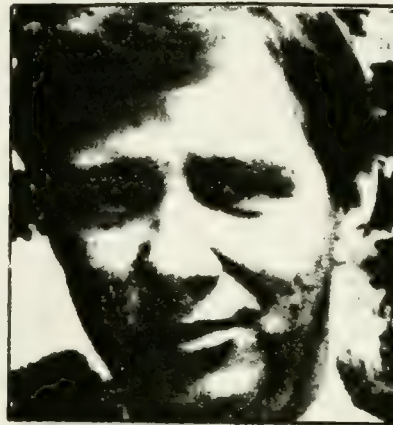
Rossley's speech, delivered at the quarterly meeting of the Boston Theater District Association at the Lafayette Hotel downtown, was blunt in its overriding perspective on the need for affordable performance and live/work space for Boston artists:

"Unless bold and imaginative steps are taken today to reverse the present trend, by 1996 we may well find ourselves in a community whose cultural life consists of its major institutions - and after-school programs in our parks. Visual artists, and that great middle ground of small- and medium-size dance, theater and music companies, will have been forced to leave Boston - and it's not just those involved in the arts who will suffer."

Rossley pledged that his office would work with the Boston Redevelopment Authority to establish a Downtown Cultural District that would require creation of seven performance/rehearsal/office spaces for arts groups in the existing Theater District and Combat Zone. With commercial rents at \$30 to \$40 per square foot, Rossley said, there is ample room for developers to be required to set aside 5 percent of converted buildings or new construction for cultural purposes. "This section of the city should truly be everyone's neighborhood," Rossley said.

In endorsing the idea of a "Downtown Cultural District" and a new "Boston Cultural Foundation" to oversee it, he asserted that the interests of the nonprofit cultural community will be a force to be reckoned with in development considerations by city agencies and private developers.

Rossley also committed his office, which will come into exist-



BRUCE ROSSLEY

tence formally with a City Council vote, to working with artist advocacy groups to generate 400 units of live/work space for artists by the end of 1989, "with a goal of more than 1000 units by 1996."

The Fort Point Channel neighborhood behind South Station, which has provided several hundred artists with rental space for live-in studios in the last decade, is a prime focus for Rossley's vision. It soon will be developed by Boston Wharf Co. and its pyramid of owners - ultimately Town and Country Properties of Great Britain - which hope to turn the former warehouses into a luxury condominium enclave. But the BRA has not yet set guidelines for development, and Rossley said yesterday that the arts - which "generate \$142 million a year in economic activity in this city" - must be given their due in the considerations.

Rossley also said he would work with Boston school officials and local colleges and universities to establish a secondary school for the arts here, modeled after New York City's High School of the Performing Arts.

Rossley also outlined programs of support for community cable television systems and related arts programs; for reduced-price tickets for poor, elderly and school-age Bostonians; for technical assistance programs for arts groups serving ethnic and linguistic minorities; and for creation of a cultural resource archive to facilitate grants applications for Boston arts organizations.

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NEW ENGLAND NEWSCLIP

BRA has two plans for Ft. Pt. Channel

BOSTON, MA. ¹³⁵⁰ - The Boston Redevelopment Authority is considering two proposals to develop the Fort Point Channel area of downtown Boston. Piers 1 through 3 would be developed at a cost of \$500 million by Fan Piers and would have offices, luxury condominium apartments, a 900 room Hyatt Hotel, marinas, etc.

The second plan would cost \$300 million and calls for development of Anthony's Pier 4 property on the waterfront with a 290 room hotel, retail stores, etc. Cesar Pelli and Associates of New Haven, Conn. is architect for the Fan Piers plan, and Kallmann McKinnell & Wood of Boston is architect for the Pier 4

A museum of bridges spans Ft. Point Channel

by Martha Buffkin

Providing key access from the Financial District to the Fort Point Channel area—predicted to be Boston's next big boom area—are five bridges that will play an integral part in development.

A bridge held a key to South Boston's first big real estate boom in 1804. A dispute arose between Bostonians and residents of Dorchester—then a separate town—about joining their two peninsulas with a bridge.

The people of Dorchester opposed the construction of a bridge, even though it would have brought more commerce to Dorchester. With fears presaging the recent phenomenon of gentrification, Dorchester residents worried that a bridge would drive up the value of their property and, eventually, run them off their land.

The Bostonians offered the town of Dorchester \$20,000 not to fight the bridge proposal. But the people of Dorchester fought. They lost. And in 1804, the Legislature okayed the building of the first bridge from Boston to what would become known as "Southie."

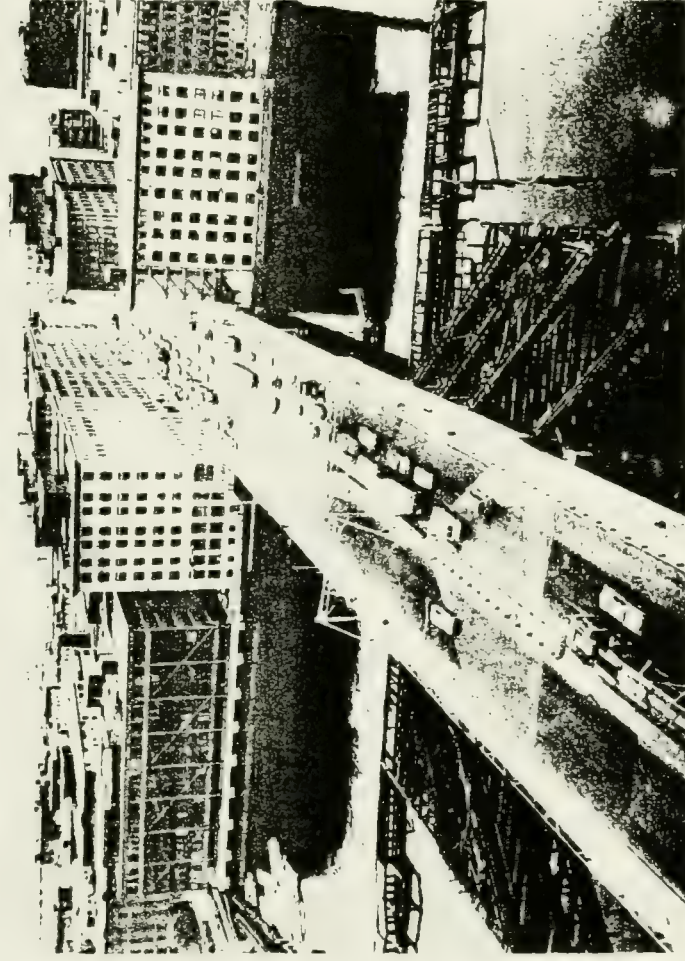
Land values in that area jumped from \$40 an acre in 1803 to \$400 an acre two years later.

A boom had begun.

Five antique bridges

Another South Boston real estate boom is under way now, with the hottest action near Fort Point Channel. The development of the Fan Pier (see *BBJ*, Jan. 20, 1986) and the opening of the World Trade Center on Commonwealth Pier give the Fort Point Channel area extra potential for development.

The bridges that cross Fort Point Channel are not likely to develop much this time, but some of those bridges pro-



The Summer Street Bridge: Tracks for the old drawbridge are still visible.

photo by Stuart Garfield

vide virtually the only access to the channel area from Boston.

Although not spectacular landmarks, the bridges have combined qualities that make the area unique. A look at the bridges' characteristics, beginning with the bridge closest to the harbor and moving up the channel:

- **Northern Avenue Bridge.** This bridge is the oldest turntable drawbridge in use in the country. Its construction began in 1905, and it opened to traffic in 1908. Its age is not always an advantage; in early December, it had to be closed for two days because two cast-iron pieces snapped and were replaced. The City of Boston plans to replace the bridge, though its potential as a historic landmark has created interest in working the structure into the area's development.

- **The Congress Street Bridge.** Built in the 1870s and rebuilt in the 1930s, this bridge is the most ornate of the channel bridges. Its fin de siècle lamps no longer light the span, and the drawbridge no longer works, but the Congress Street Bridge comes alive with the approximately 150,000 tourists who visit it each year. They come to see the Boston Tea Party ship docked at its side and to buy souvenirs of Boston in the former bridge-keeper's house, now the gift shop.

- **The Summer Street Bridge.** This bridge, like that on Congress Street, has a fixed span—meaning the draw system is no longer usable. But the tracks for the retractile system are still visible. Up until 1958, the draw split down the middle and the pieces retracted on "heavy trucks" that rolled on "steel rails on steel

beams," according to records at the Boston Department of Public Works.

- **The MBTA's railroad bridge.** Unseen on the eye, this bridge can be seen best from the very end of the eastbound Mass. Pike. Drivers might not notice the rusty hulk beyond the overpasses and traffic. Or if they do see it, they may fail to appreciate that this 93-year-old bridge is an example of a bascule draw system, an engineering apparatus employing weights (on this bridge the square slabs on its sides). Late last century and early this, the bascule system was commonly used on drawbridges that had to fit in tight urban spaces and carry heavy loads. The draw is no longer used, because the water at the end of the Fort Point Channel is too shallow for boats, although the bridge itself still carries trains for the MBTA's commuter line and may be renovated to carry the Old Colony trains to the South Shore, according to Vincent Carbona, MBTA spokesman.

- **The Broadway Bridge.** In 1870, Boston decided to extend Broadway Street across the Fort Point Channel. The original bridge suffered from poor engineering: The heat of the summer made the 56-foot draw expand too much, and the return of the cold weather did not restore it to the proper size. The city rebuilt it in 1914, and again in 1952. The span was fixed in April 1959.

The 'notorious waterway'

Taken together, then, these five bridges offer more than meets the eye. "Fort Point Channel is a museum of bridges," said Felicia Clark, an urban planner with Todd Lee/FR Clark Associates. Clark is making design proposals for the development of the Fort Point area to the Boston Chamber of Commerce and area property owners.

If the channel is a museum of bridges, then its curator is Joseph Masotta, superintendent of bridges for the Boston Public Works Department. "I grew up with bridges," he said of his almost 40 years with the department's bridge division.

"When I go, the city won't have anyone else to tell them about their bridges," he said. His meticulous files—one for each bridge owned by Boston, and then some—revealed as recently as four decades ago, seven bridges spanned the channel. But with major landfills and shifts in shipment of goods from boats and barges to railroads and trucks, the channel began to atrophy.

Now the channel is used only by lobster boats and occasional small craft. But a clipping from the May 5, 1940 Boston Sunday Post told the story of boat pilots having difficulty navigating the channel, known then as the "notorious waterway".

"Passing through it [the channel] requires the halting of six heavy flows of automobile traffic and the stopping of all trains going in and out of South Station," the Post reported. "Taking a boat up through the channel provides the boat crews with a large gathering of spectators as hundreds of automobiles and pedestrians are halted while the spans open for the vessels."

Jam on the bridge

Clark hopes to attract a less-captive audience for the bridges through her proposals, which include designs for parks, restaurants and other amenities that would make the area more pleasant for tourists and people who work in the Fort Point area. Her proposals are being made to local property owners and the Boston Chamber of Commerce, which is funding the design work.

She said, "Everyone was in there [developing the Fort Point area]. Property owners, developers, the city. We're trying to put together a comprehensive plan for the

area using public monies already allocated."

One proposal, Lobster Park, would turn the main span of the present Northern Avenue Bridge parallel to the banks of the channel. A restaurant would replace the traffic on the span, and the abutments on the shore would be used for cafes or marinas.

Whether or not the old bridge is included in development proposals, the city plans to erect a new Northern Avenue Bridge. The city has received preliminary approval for \$12.4 million in state and federal funding for the reconstruction of the Northern Avenue Bridge and two other Boston bridges.

Alfred Howard, Boston Redevelopment Authority transportation planner, said the Northern Avenue Bridge's replacement is in the engineering stages now, and it will be another four years or more before the new bridge is finished.

The original 1905 building cost of the



Northern Ave. Bridge: The oldest turntable drawbridge in the country—and it acts like it.

Photo by Tim Horn

Northern Avenue Bridge was \$820,876, and its 1936 rebuilding cost, \$280,572. Today it takes approximately \$200,000 a year to maintain, according to Howard.

Howard said approximately 20,000 vehicles cross the turntable bridge daily, making it the recipient of constant tender loving care from the public works department. The same goes for the Congress Street Bridge with its 10,000 vehicles per day and the Summer Street Bridge with 30,000 vehicles.

Howard said, "[The Fort Point Channel bridges] are key to South Boston's residential and industrial areas, and it is fair to say that they carry an important traffic load for the city." He added, "You show more priority to these bridges because of their heavy use, and their heavy use causes them to be more susceptible to wear and tear."

A crew of 13 workers is assigned to each bridge's upkeep, said Masotta. "We check the bridges daily, and whatever needs to be done," he said, explain-

ing that he is on-call for maintaining the bridges at all times.

Maintenance isn't always enough, and after many "jam" sessions with the Northern Avenue Bridge, backing up traffic in the whole area, the city decided in the early '70s to replace it.

Easier decided than done. Ten years of controversy about what kind of bridge—draw or fixed—should replace the turntable one ensued.

Supporters of the fixed-span bridge argued that it would be less a traffic problem than a lift-span one and said that a drawbridge would benefit only owners of large sailboats whose masts would not fit under the fixed bridge.

Fixed versus lift

Proponents of a drawbridge argued that a well-designed, modern draw would open and close in minutes, not affecting traffic flow drastically. They also said a drawbridge would maximize the channel's potential as an active waterway. The lift-span advocates suggested that water taxis from downtown to Logan Airport might be one form of transportation made easier by a drawbridge that would benefit the public.

The fixed-span advocates won. But the Boston Tea Party Ship and Museum will feel keenly the effects of the decision. The Tea Party ship must be taken out of the channel every five years for rehabilitation, said the director of the company, Barbara Attianese. And a fixed-span bridge that does not allow room for the ship's mast will make the process difficult, "not impossible, but difficult."

However, Attianese admitted that any new development in the channel area would benefit the tourist business. Nine years ago when she joined the ship's staff, "Walking on Congress Street Bridge was like crossing the path to an unknown part of town," she said. "Now the area is so much more active. There are even people walking around down here in the evening." □

Fort Pt Channel

BOSTON HERALD
BOSTON, MA
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FEB 1 1986

NEW ENGLAND NEWSCLIP

Flynn plans \$400M for Southie transit

¹³⁵⁰
By BRIAN MOONEY

BOSTON Mayor Ray Flynn's administration is proposing up to \$400 million in new subway or mass-transit improvements to make the congested Fort Point Channel area more accessible.

A five-point plan for the Northern Avenue section of South Boston is among the highlights in a 69-page citywide transportation plan tentatively scheduled for release tomorrow.

The city also advocates extending the

Blue Line from its Bowdoin Street terminus near Government Center to the Red Line at Charles Street.

Flynn transportation chief Richard Dimino said state officials have agreed to study ways to improve access to the area, now targeted for more than \$600 million in commercial and residential development.

Most of the plans would need state and federal funding.

The Northern Avenue-Fort Point Channel alternative proposals in the report by Dimino's agency and the Boston Redevelopment Authority are:

- A \$100-200 million Red Line loop out to Northern Avenue between the Broadway and South Station stops, with one to three new T stops.

- A \$15-30 million 'people mover' shuttle,

such as a monorail, from South Station out to Northern Avenue.

- A \$250-400 million link, either by rail or "people mover," from South Station to Logan International Airport, via Northern Avenue, in conjunction with the proposed third Harbor Tunnel.

- A \$40-100 million "people mover" link with Northern Avenue between Broadway and

South stations.

- A "South Boston bypass" road from the Southeast Expressway to Northern Avenue.

Other key recommendations in the report include increasing by 5,000 to 10,000 the number of parking spaces around North and South stations and requiring developers of big projects to say how they will minimize traffic impact or pay for studies.

JAN 14 1986

3d tunnel would prevent pier project from choking in traffic, report says

By John Powers
Globe Staff

Unless a third harbor tunnel is built, Boston's reawakening Fort Point Channel district will choke on its own traffic 10 years from now.

So predicts the draft environmental impact report for the proposed \$850 million Fan Pier-Pier 4 project, which would be the largest development in the city's history.

The 35-acre complex, which would take a decade to build, would create as many as 24,000 new vehicle trips when finished. Without a new tunnel to East Boston and a seaport access road to link it to the Massachusetts Turnpike extension, the report says, more than a dozen intersections along Atlantic Avenue and in South Boston would be at or near a standstill during peak commuting hours.

"People here are really up in arms about the traffic," says South Boston Community Development Corp. executive director Daniel Yotts, who belongs to the civic advisory committee for the two projects. "We believe the impact is going to be very heavy on us. When the developers come into the community for their meeting [tonight], they're going to find out that it's not going to fly."

The draft environmental impact report was prepared by technical specialists hired by the developers - HBC Associates for the Fan Pier, The Boston Mariner Co. for Pier 4 - and submitted last month to the state's Executive Office of Environmental Affairs. It

predicts the development's effects on its surroundings, ranging from traffic and air quality to shadows, wind and public access, and proposes ways to mitigate them. After the public has responded to the draft form, the report will be revised and resubmitted.

Most of the planned development around the Fort Point Channel is still in the visionary stage. The Fan Pier-Pier 4 complex, which would include more than

two million square feet of office and retail space, 1,300 hotel rooms, 1,000 condominium units and 4,700 parking spaces, wouldn't be completed until 1995. But it would be the magnet for what the Boston Redevelopment Authority sees as the natural area to absorb future spillover from the downtown building boom.

"We've got to spread the commercial economy away from the PIERS, Page 14



Third tunnel needed for pier project, report says

■ PIER 3

Continued from Page 13

core of the city, because it's too small," says BRA director Stephen Coyle. "It's only two square miles and most of the buildings are concentrated in half of it."

The channel area

The channel area, within walking distance of the edge of the financial district, is the natural alternative. Once a dense web of wharves and railheads, much of the land there is now vacant or underused.

Yet the area is reachable only by three downtown bridges or through South Boston's grid of narrow streets, which are already heavily traveled. When the International Place and Rowes Wharf complexes open next year, South Boston residents fear that drivers will use their streets as an escape route to the South Shore.

"If you live in this town, you know what the shortcuts are," says Yotts. "And you're not going to go where the traffic is."

Already, peak-hour traffic along Atlantic Avenue is badly knotted, with little relief in sight. The problem, as with most of Boston's downtown and waterfront streets, is geographical.

"We have to realize that we're living in a city with unique limitations," says John Connolly, the mayor's development adviser. "We're on a peninsula that is congested, with street patterns that were laid out a couple of hundred years ago."

Much of the airport-related traffic could be eased by building the third tunnel and the access road, planners say. But both of

those projects are still tied up in red tape, with the Dukakis administration holding out for a depressed central artery as part of the federally funded package.

"The seaport access road is 'officially tentative,'" says Harry Spence, spokesman for HBC Associates. "The state is telling us there's a road, but is there a piece of paper saying that? No."

Bridge, road needed

Without the access road and a new Northern Avenue bridge, the Fan Pier-Pier 4 complex can't be built, Spence says. But even with them, the development would worsen the financial district's parking shortage.

Besides wiping out a lot where more than a thousand downtown workers now park, the complex would create a demand for 2,000 more cars than it can handle. "You're cutting down resources," says BRA staffer Larry Fabian, "and forcing the same crew to scavenge for them."

The developers assume that half of the visitors to the complex would either switch to water transport or take the MBTA. "That's very unrealistic," Yotts says. "It's pure unadulterated speculation."

The Fan Pier is more than half a mile from the South Station and Aquarium subway stations and is served by two part-time bus lines. Transportation commissioner Richard Dimino says the city is pushing the idea of a new Red Line spur, a transit link between South Station and Logan Airport and a connection between Bowdoin and Charles stations.

"Except for the seaport access road," Dimino says, "we don't see roadways being the most beneficial link to that area." But the proposed MBTA expansions would cost hundreds of millions of dollars, and BRA planners see them as 21st-century projects.

Without the tunnel, the access road and substantial MBTA improvements, the Fort Point Channel district can't handle what is envisioned for it, city planners and would-be developers agree.

Boston Artists Win Harbor Lofts

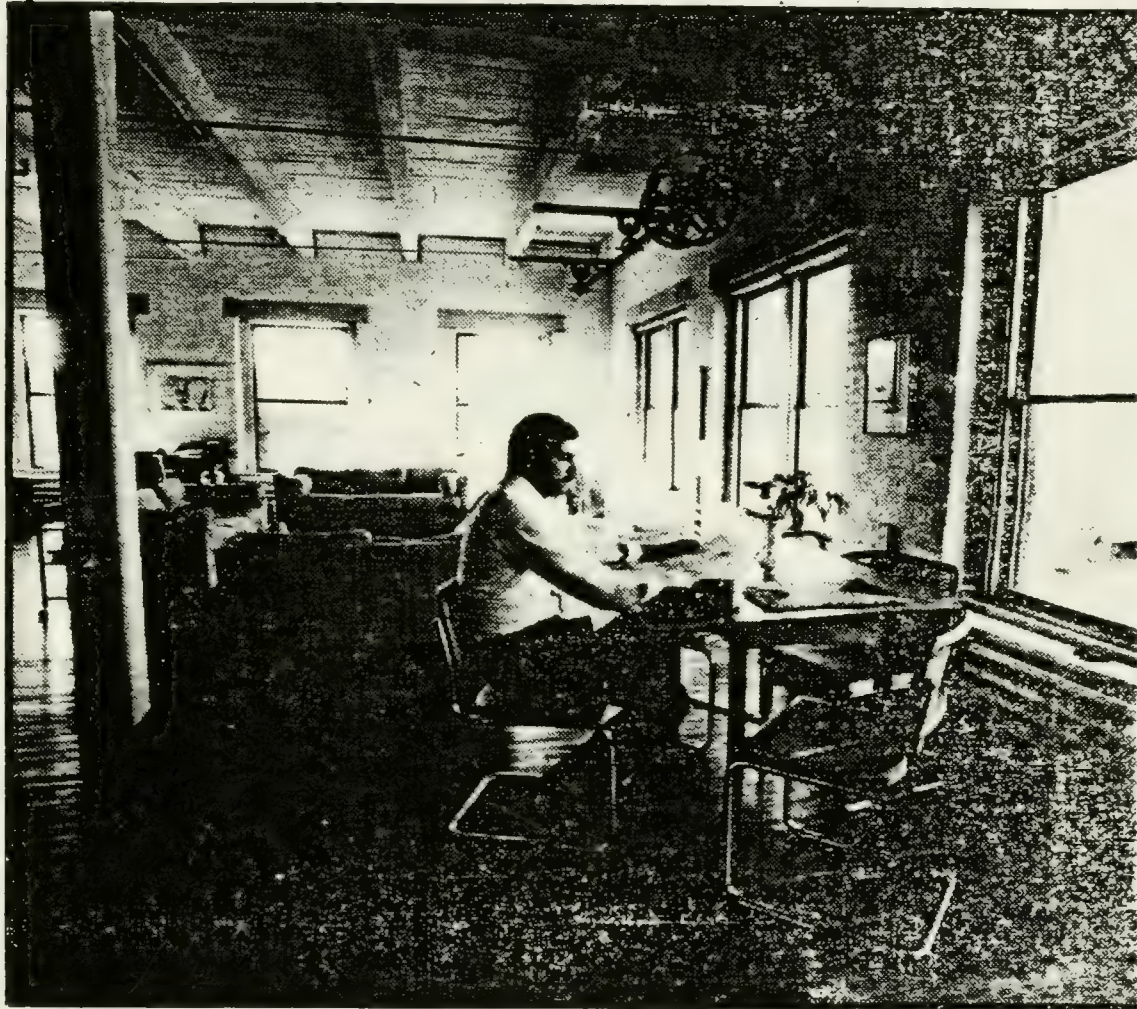
Special to The New York Times

BOSTON, Jan. 9 — For seven years, Paola Savarino and her son, Jason, hid their clothes and beds if the doorbell rang unexpectedly. To camouflage traces of their residency, they ferried groceries and laundry in cardboard boxes. "I worried about developing a ghetto mentality," said Miss Savarino, recalling seven years of moving in and out of industrial buildings not zoned as residences.

On Jan. 1, Miss Savarino, a painter, and 44 other painters, sculptors, photographers and ceramists celebrated their first year living openly and permanently at 249 A Street in the Fort Point section of Boston. This waterfront neighborhood, of 19th-century warehouses — some vacant, some used for light industry and a few converted into offices and condominiums — is an easy walk to the heart of the city. It took five years for the artists to organize an action group, the Fort Point Art Community Inc., find a building they could afford, lobby for a zoning variance, buy the building, rebuild it and become legal residents.

Like the artists who originally moved into SoHo in Manhattan, they had been caught in a pattern of development that was forcing them out of the neighborhood. They had occupied and upgraded spaces unwanted by others, with short-term commercial leases or no leases at all. Their improvements made the neighborhood more attractive. Soon, developers began to move in, and prices and rents rose beyond the artists' reach.

"Our challenge was to prevent being SoHo-ized," said Jerro Nesson, director of the Fort Point Art Community. "Our value to other artists is to show them that if you organize,



George Vasquez, a photographer, in his loft in building owned by members of the Fort Point Art Community in Boston. A wall encloses the bedroom, bath and darkroom.

work cooperatively with City Hall and developers, you can effect change."

Recently, looking at her holiday wreath, an evergreen bough draped with a red electrical cord, Miss Savarino said, "For us, power to the people means the day a year ago when our electricity was turned on so we could run our tools to finish our studios and get back to our art work."

But 250 other artists in the organization cannot live legally in Fort Point until they find buildings to buy or until the commercial district is rezoned for residential use. The group has asked the Boston Wharf Company, Fort Point's largest landlord, to sell 1 percent of its buildable floor space for art studios. But the New York real-estate executive Daniel Rose, a partner in the company, has refused so far. "We are long-term investors looking for renters, not buyers," he said.

"Artists live in Fort Point for the structure of the buildings," said George Vasquez, a 33-year-old photographer who is president of the community group. Mr. Vasquez's 2,000-square-foot studio is mostly open, except for a 12-foot segment with a bedroom, bath, darkroom and reception area. Few buildings are left with the large spaces, high ceilings, good lighting, sturdy floors and freight elevators that artists need.

Miss Savarino, 40, considers a large space essential. "Since my work is shown in public places, it has to be big enough to dance with," the painter said. Her 1,700-square-foot loft is mostly open; she has built only a kitchen alcove, Jason's bedroom and a bathroom. "When I'm painting I have to get 40 feet away for perspective," she said.

Miss Savarino settled into her loft, storing sweaters in a wooden file cabinet and personal papers in shopping bags labeled by year. Her furniture, apart from a bed and Victorian bureau, is sparse; the bookshelves are still mostly empty, and large abstract canvases dominate the space.

She is ready for refinements. "After years of hiding, I forgot to design the niceties into my studio," she said, adding that she plans to build a closet and kitchen cabinets.

Like most of her fellow residents at 249 A Street, Miss Savarino discovered the area in the late 1970's. Word spread quickly about the abandoned textile warehouses of Fort Point, built in the 1830's.

"It was a phenomenon," said Larry Maglott, a 35-year-old photographer who rented a studio on Farnsworth Street with a 36-year-old sculptor, Suzanne Schell, in the spring of 1979.

By that summer, artists who had moved into Mr. Maglott's building organized Fort Point's first open studio show. A flier attracted 25 more participants. Another notice asked for a meeting of artists interested in preventing their displacement from the



The artists' group hired Jerro Nesson, a city planner, in front of 249 A Street at left above, to help them acquire the building and obtain a zoning variance. Paola Savarino, above right, a painter, is one of the residents.



The New York Times/Ira Wyman

Suzanna Schell, a sculptor, and Larry Maglott, a photographer, joined their two work spaces and created a common living area in between.

area. The Fort Point Art Community took shape.

The group got a grant from the National Endowment for the Arts in March 1982, then hired Mr. Nesson, the director, who has 16 years' experience as a city planner. A board of artists was formed to set policy and a board of professionals — including lawyers, architects and business people — to offer advice.

The following October, Mr. Nesson learned that 249 A Street, one of the few Fort Point buildings not owned by the Boston Wharf Company, was for sale. After a study, he recommended that 35 artists deposit \$1,000 each for an option to buy the building. By August 1983 the organization won a zoning variance permitting them to live there and obtained a mortgage from the 15th bank they approached.

They formed a cooperative and bought 249 A Street for \$910,000. Six months of construction divided the former printing plant into 35 studio shells. The units — each with new six-foot windows and access to electrical,

cold water and sewer systems — cost about \$3 a square foot. Last January, the 45 artists who moved in began to bring their units, ranging from 900 to 2,500 square feet, up to residential code requirements.

"We designed our interiors to suit our situations," said Suzanna Schell. She and Mr. Maglott joined their units into one 3,000-square-foot space. At each end of a wood floor is a work space. A hanging couch separates the living and dining areas, and five-foot-tall avocado plants hide the bed. In the kitchen, green and red Fiesta-ware provides a dash of color. A spinning barbershop pole lights the pink, white and black Art Deco bathroom.

Some neighbors opposed the artists' group at its first zoning hearing. "South Boston is a family neighborhood and artists aren't family-oriented," said one opponent, City Councillor James Kelly. But the artists invited South Bostonians to attend the organization's meetings, and some volunteered to teach painting to the elderly at the South Boston Neighbor-

hood House. On the second attempt, the variance was granted.

Boston expects its harbor neighborhoods to attract \$3 billion of development investment by 1990. The other 250 artists in the Fort Point Art Community fear that a development boom will put Fort Point — and perhaps the rest of the city — out of reach. This year, the city will devise a master plan and zoning code to guide the growth.

Mayor Raymond L. Flynn, promising to establish a permanent art community in Fort Point, has said, "We want a development policy that takes artists into account." City Hall has offered the Boston Wharf Company reduced development fees if it sells the artists' group the requested space.

The Mayor's proposal might be a key to the realization of Miss Savarino's vision. "I'd like to see more artists' buildings," she said, "a theater, endowed studios, parks, a South Boston victory garden and more incubator businesses like ours."

Sunday, April 7, 1985

\$700m master plan is presented for Ft. Point Channel

By Anthony J. Yudis
Globe Staff

Internationally known architect Cesar Pelli of New Haven has presented for Boston's review a preliminary master plan for a \$700 million, mixed-use project on an 18-acre waterfront site along Northern Avenue in the Fort Point Channel area.

The plan, containing more than 5 million square feet, includes a 1000-room Hyatt Hotel, a public waterfront park and promenades, apartments, retail stores, restaurants and office buildings.

The plan represents the first serious site and building proposal for the so-called "fan pier" section, consisting of Piers 1 through 3 adjacent to Anthony's Pier 4 Restaurant, since it was announced in April 1982 that Hyatt Hotel Corp. and Anthony Athanas were jointly considering a major hotel project here. Athanas, who owns Pier 4 and the restaurant of the same name, also owns

Piers 1 through 3. (The contour of the piers form a curve along Fort Point Channel and the harbor that looks like a fan, hence the term "fan piers" for the site).

Athanas, the Hyatt Hotel Corp. and Carpenter Properties, Inc., a Boston real estate firm headed by Richard Friedman, are the joint developers. Pelli is the former chairman of the Yale architectural school.

In addition to Pelli's concept for Piers 1-3, Boston architects Jung Brannen Associates are also planning a development on Pier 4 for Athanas that would include a 300-room hotel, 750 apartments, a 55,000-square-foot restaurant, 13,500 square feet of retail space and a 1500-car garage. The total project would be done in several phases.

The Pelli concept for Piers 1-3 includes almost three acres of landscaped and heavily treed public open space and pedestrian walks. There is one central

\$700m master plan is presented for Ft. Point Channel

public park, roughly triangular in shape, set back from the waterfront at a corner of the development site where Fort Point Channel empties into the harbor. A public promenade traverses the total perimeter of the project along the water's edge.

The design concept, which is expected to come under rigid scrutiny by the city and civic groups in coming months, focuses on development of a waterfront "island."

The island is to be formed by dredging a 90-foot wide "canal" strip further inland along the three piers below Northern avenue, thus eliminating 2.8 acres of land. The canal will separate the island from a line of five office and retail buildings along Northern avenue.

The island itself houses the hotel complex, park and three apartment buildings containing 600 dwelling units in 20-, 23- and 26-story buildings. Retail outlets line the proposed promenade.

The island is bridged by two streets, which would become extensions of existing Pittsburgh and Farnsworth streets in Fort Point Channel, said Robert Kroin, chief senior architect for the Boston Redevelopment Authority.

"Extending these streets into the waterfront gives a sense of making the project part of the city rather than a separate entity," Kroin said.

The Pelli plan places the Hyatt hotel along one side of the extended Pittsburgh street, and, open water on the other side, where a marina is contemplated. The hotel consists of a low-rise rectangular base connected by a 35-story hotel tower on the waterfront side and a 16-story hotel

section on the opposite inland side of the base facing the new canal. On the other side of Pittsburgh street are two apartment towers. The third apartment tower is east of the new Farnsworth street. Whether the apartment would be rental units or condominiums has not yet been determined, according to BRA officials.

The five office and retail buildings along Northern avenue and the new canal are 5, 13, 16, 19 and 20 stories high. There is parking below ground level for 2248 cars on Piers 1-3.

The total project in the preliminary plan shows 5.7 million square feet of building space for Piers 1-3; including the Pier 4 development, the total is 5.9 million square feet.

Marc Webb, BRA assistant director for planning and zoning, said Pelli incorporated the BRA's Harborpark open space planning study his preliminary design study.

The Harborpark plan, which mandates public open space along much of Boston's waterfront, was completed earlier this year under orders of the BRA's incoming director Stephen F. Coyle.

According to Kroin, the plan represents the first time that an architect has laid out the open space concept before siting buildings. Kroin said the BRA design staff held a number of meetings with Pelli to explain the Harborpark concept.

Asked to comment on the initial Pelli plan, Coyle said, "We are not suggesting that we endorse the plan, but we are encouraged that they are taking a serious

HYATT, Page A26

\$700 million development for waterfront

■ HYATT

Continued from Page A25

approach to our Harborpark concept. There are certain elements in it we are pleased with."

A newly-formed group representing neighborhood and waterfront interests and calling itself the Fan Piers I-IV Civic Advisory Committee, is taking part in the review process. The committee has been briefed, said Webb, on market, zoning and transportation issues at previous meetings and was briefed on the preliminary master plan last week.

"This is the first real look we have had at the proposal and it is only in preliminary form," said Lawrence Dwyer of South Boston, committee chairman. "We will be working with the BRA and developers in attempts to address what we perceive to be some major community concerns involving transportation access issues, environmental impact and the spin-off effects of the development."

Dwyer said the committee wants to make sure the interests of the nearby South Boston neighborhood are protected.

"We will be looking for potential benefits for Boston residents at-large and for South Boston resi-

dents in particular in terms of employment opportunities," he added.

Coyle said the the development team and architects "have brought the project to a point where we can have some serious analysis on it. This is the largest project of its kind in the city's history. We have had nothing quite like it before, and it would, in effect, be creating a new neighborhood within the city."

Coyle said modifications and reduction in the square footage might take place during the design process. He said the developers are anxious to get construction started in the fall of 1986 so that the hotel can be completed by early 1988, when the city's expanded Hynes convention facilities are due to be completed.

Coyle has set a hectic review schedule for the project, indicating he would like to get the local design process completed by mid-summer of this year so that it can then go through the so-called State Chapter 91 waterways license approval process via the state Department of Environmental Quality Engineering (DEQE).

The Division of Waterways within DEQE will issue a license once it determines the project will

not have adverse environmental impacts and is assured that the project has some relevance for the general public. The Rowes-Fosters Wharf development on Atlantic avenue underwent similar scrutiny before a state license was granted earlier this year.

One of the concepts of the city's Harborpark plan study suggests that buildings close to the water be low-rise elements, with higher buildings located farther inland. However, the planned hotel would be 35 stories high.

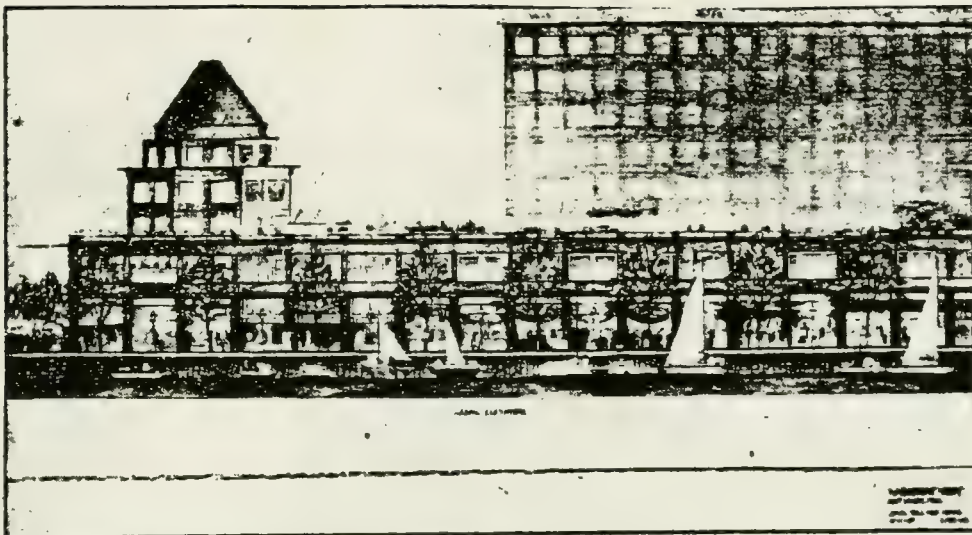
"We are trying to pick up prominent (landmark) points in the city as viewed from the harbor," Coyle said, in explaining the apparent inconsistency. Developing a major visible landmark on the Fort Point Channel will establish an identity for this part of the waterfront, he added.

In Charlestown, one can see the Bunker Hill Monument, and, looking toward Atlantic avenue, one sees the landmark Customs House, he said. For Fort Point Channel, anyone coming into the "city's door" from the harbor would see the Hyatt tower, he Coyle added.

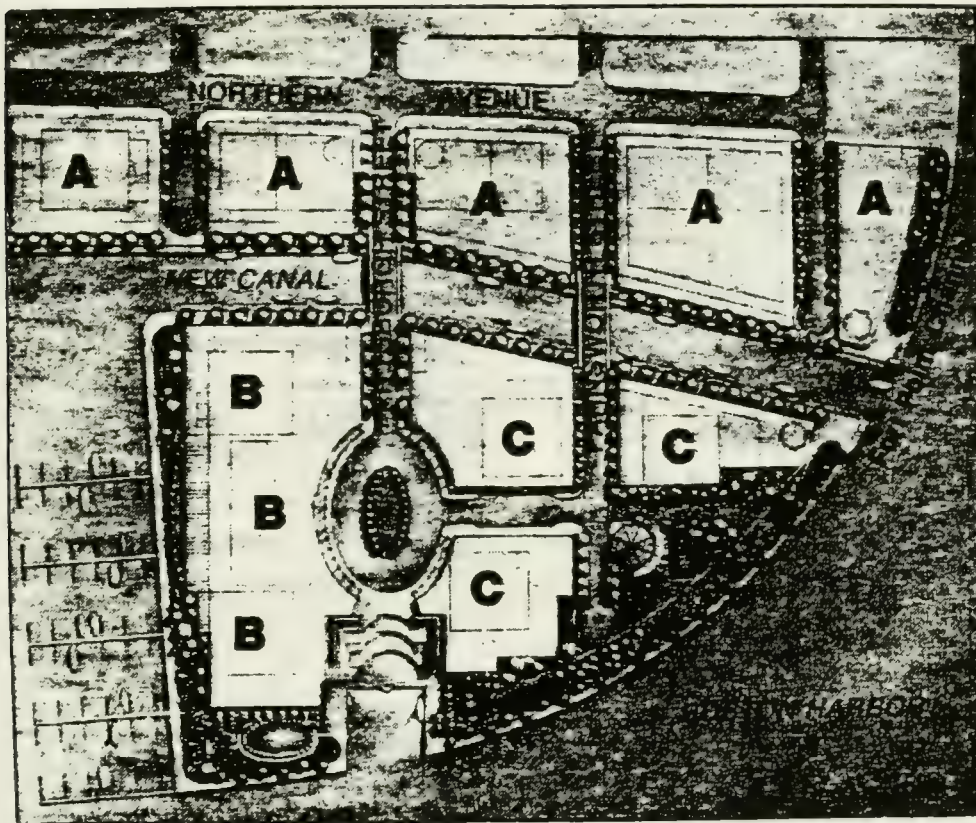
Kroin said the hotel tower would be somewhat unusual, since it would be slender and have only about 10,000 square feet on each floor.

"We would like to see it as having the characteristics of a lighthouse, said Kroin, "and we, in effect, are making some heavy design demands on the architects to produce a tower that would be somewhat spectacular when seen from the harbor."

The master plan represented only the size of buildings and siting, and, so far, there are no specific designs for exteriors.



Architect's sketch shows park proposed for piers along Fort Point Channel as part of \$700-million development project.



Architect Cesar Pelli's site plan for Fort Point Channel fan pier consists of three piers adjacent to Anthony's Pier 4 Restaurant. Building identification: A. Office buildings. B. Hyatt Hotel complex. C. Apartments. D. Park which includes tree-lined promenade around the site. Not shown is fourth pier (to left of marina) where additional hotel, apartment and retail development is contemplated.



PHOTO BY FRED MIRLIANI

A project which established artists' studios and living space in Fort Point Channel (shown here) recently won a federal design achievement award.

The Federal Design Achievement Awards was established by President Ronald Reagan in 1983 to recognize and encourage excellence in federally-supported projects.

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The **Fort Point Arts Community, Inc.** has been awarded a 1984 Federal Design Achievement Award for its role in developing 249 A St., a cooperatively-owned artists' studio building in the Fort Point Channel area of South Boston. This six-story former mill building now houses artists in 35 work/live studios. Although innovative in its renovation and design, the project was lauded especially for the cooperative nature of its planning process; each step was based on a consensus of the artists involved.

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BOSTON GLOBE
BOSTON, MA

NEW ENGLAND NEWSCLIP

Real estate boom called a crisis for artists

By Jeff McLaughlin
Globe Staff

1350

Greater Boston's visual artists are being driven out of their housing and studio space by a skyrocketing real estate market and the lack of a clear public policy, US Rep. Edward Markey (D-Mass.) said last night at an open studio meeting in East Boston.

Markey, a member of the Congressional Art Caucus, told a gathering of about 100 artists and administrators that "to help focus attention on the problem, which I believe is at a crisis point here and across the nation, I will turn my Washington office into a permanent gallery for Boston area artists."

The five-term representative from Malden said the plan "has the potential to be a catalyst for other congressmen to look at artists' problems and discover something is drastically wrong." The Artists Foundation estimates there are at least 2500-3000 artists in the Boston area. Adequate housing and studio space, always in short supply, is drying up rapidly. "'Crisis' is exactly the right word," said Sue Hodes of the 500 member Artists West group, which fears artists soon may lose their studios in a refurbished Waltham mill because of market pressures.

In addition, projected condominium development in the warehouses owned by Boston Wharf Co. in the Fort Point Channel area threatens 260 artist-tenants, some of whom have lived in the

buildings and improved them over 10 years. An artists group in Belmont soon will have to vacate its space in a school that will be converted to housing for the elderly. A group of East Cambridge artists had to move out of their studios last year when other uses proved more profitable for the owner.

Friends of Boston Art, a volunteer group affiliated with the Institute of Contemporary Art, is sponsoring a conference, "Artists Studio Space: Needs and Solutions in Boston," on June 4 at 8 p.m. in the First and Second Church in Boston.

Jero Nessen, director of Fort Point Arts Community Inc. of South Boston, who has been negotiating with the city, the Boston Redevelopment Authority and Boston Wharf Co. for more than a year, said, "Artists are taking responsibility. We were able to buy a building at 249 A street that provides 72,000 square feet of the best and most affordable space anywhere. But we are being priced out of the chance to repeat that."

"What Mr. Markey's action in setting up the gallery can do," said Nessen, "is to help put the issue into the political arena, which is where it must be thrashed out — and soon. It won't do any good if one by one we're forced out before a policy is formed. That means there must be a policy soon, and that means we need public action. Artists are a valuable cultural asset, not just to the general public, but to developers, too."

seed was sown when he sponsored a 1983 exhibit by 50 artists of the Boston-based antiwar group Artists for Survival in the lobby of the Cannon Office Building, which houses some 150 US congressmen.

The meeting was held at the Maverick Square studio of artists Louis Risoli and Michael Beauchemin, whose space is one of 14 in a building developed by Young Park of EPI of Boston. A cross-section of the arts community attended including artists Nan Freeman, Maud Morgan, David Carbone, Bill and Clara Wainwright, Corita Kent, Shirley Levy and Jon Imber. Also at the meeting were: David Ross of the Institute of Contemporary Art, Rene Westbrook of the Artists Foundation and Larry Murray of ARTS/Boston and the Boston Arts Lottery Council.

Artists leaving town

Development craze driving them from Hub



RANDY GOODMAN PHOTOS

Gina Fiedel and artist husband Doug Anderson are two of the last artists in the Leather District.

By Coria A. Holland

Boston, one of the largest cultural centers in the Northeast, is rapidly being vacated by artists who are unable to find affordable studio and living space. According to a study conducted by the National Endowment of the Arts, over 8,400 artists left New England between 1970 and 1980.

Some artists who have chosen to stay are facing displacement, gentrification, and soaring rents as the result of the development craze that has descended upon Boston. The Artists Foundation says the number of artists in the Greater Boston area has dwindled to 2,500-3,000.

Artists claim that they need living and studio areas equipped with high ceilings, large open spaces, heavy load capacity floors and electric, freight elevators and large windows for light to practice their craft. One artist said, "It seems that these very

buildings are the prime targets for developers and real estate agencies."

Traditionally, artists have lived in factories, warehouses, and rundown neighborhoods where rent is cheap. Money is a key element in the artist's life. Few artists are able to support themselves with their craft alone. Like the aspiring actor, the artist must sometimes supplement his or her income by working as a taxi driver, waitress, and/or house-cleaner. The average income of an artist in Boston is estimated at less than \$15,000 a year.

Industrial buildings, which are best suited for artists' living and studio needs, are generally zoned for commercial use. An ordinance, which usually takes from five to six months, must be obtained before an artist is allowed to occupy the space.

"It's hard to convince an owner to wait five or six

Ft. Paul Church

AUG 25 1985

NEW ENGLAND NEWSCLIP

Artists

continued from page 1

months. We then have to pay operating costs and we might not get the building," Gina Fiedel, an area artist, said.

Fiedel and her artist husband, Doug Anderson, are some of the last artists in the Leather District, an area once heavily populated with artists. The couple faces displacement in March, 1986. Fiedel and Anderson have lived and worked in Boston for the past 12 years. They first came to Boston as students and decided to stay because they viewed the Hub as a growing art community. They never dreamed they would one day experience displacement. They are not alone.

They joined with other artists facing the same dilemma in trying to find a building they could call home and workplace. "Artists live in studios most of the time. We live where we work, which is conducive to creating art," Fiedel said.

Renting is not the answer for Fiedel and her husband. "There's no security in renting," Fiedel said. When they first moved into their fifth-floor loft, rent was \$275. Now it's \$750.

Fiedel, her husband, and six other artists are seeking a building they can develop themselves. "We're looking at buildings at a time when prices are really crazy," Fiedel said. The group has looked for a building to occupy within a half hour radius of Boston center. They've found that bigger buildings that are cheaper per square foot are more suitable. Fiedel claims that she has spent 10 to 60 hours a week in the past eight months lobbying for more artist space.

South End resident Sarah Hutt is another artist facing displacement. Hutt was a member of the Save Our Space (SOS) committee, a group of about 20 artists with studios at 383 Albany St., 4-64 Thayer St., 458-502 Harrison Ave., and 10-28 Randolph St. Last summer Hutt, along with other members of the artist community in the South End, involved city officials and a lawyer to prevent their landlord—area developer Mario Nicosia—from increasing their rent by 10 percent and from making them sign a year's lease. The tenants were later given a five percent increase and a three year lease.

Hutt commended the city for being "really supportive." She said, "Artists don't have the cash to compete with developers." Hutt and other artists have gone through the city to try and buy a vacant Boston Redevelopment Authority buildings. The group, Artists Tenants of the South End, is considering the Harry-the-Greek building at Washington and East Berkeley Streets, which will accommodate six households including 11 people at a cost of \$1 million to renovate.

"When they see a group of artists they view us as decadent. They believe that we're wealthy and we chose to live this way," Hutt said. She commented, "They say we are just living on trust funds anyway. I think that it was Councilor Jim Kelly (D-South Boston) who said we just sleep in sleeping bags, drink Perrier and eat crossaints," Hutt said.

"We're not taking housing from anybody. Boston has to do something for artists in this city. It's a job, a small business and it's hard to start off," Hutt said about her life as an artist.

Nearly 300 South End artists occupy what is called the Pianocraft Guild. As more and more artists are being forced out of their space, the Pianocraft structure continues to serve as an artist community within itself.

The Pianocraft building, affectionately referred to as the Piano factory, was renovated in the early 1970's, to serve the needs of area artists. The loft-style apartments are priced under three categories: low, moderate, and market income. Low-income tenants are required to pay 25 percent of their income for rent and the rest of the tab is picked up by an art grant. Residents who have moderate incomes are required to pay 50 percent of their income. The cost of market rate apartments range from \$450 to \$750.

Karen Burnhardt, manager of the building, said there is a waiting list. Those seeking low-income

housing must wait five years. Moderate rent apartments are available within six months to a couple of years. Market rate apartments are easiest to obtain with a four to six month waiting period "depending on the turnover."

"We're still going strong. There's no talk of conversion," Bernhardt said. Bernhardt herself is also being forced out of her building due to development. "Wherever artists go developers follow. We are their exploratory raft," Bernhardt commented. She has sought housing in Watertown, South Boston, and other Greater Boston communities.

Another artists' group has created living and studio space in an old printing plant in the Fort Point Channel area in South Boston. Jero Nesson, an urban planner whose firm, Fort Points Arts Community Inc., described the home to 300 artists as the largest concentration of visual artists in New England. The complex includes 35 units for working and living space. The average price for a 12-foot square studio is \$480.

"As development moves in our direction, we won't have a place left to go," Nesson said. The Fort Point section is one of the few areas left with industrial type buildings needed by artists to practice their craft.

"There won't be any more artists in the city," Nesson mused. The community has been a development target for the past four or five years. Artists in this area fear that their living and working space will be gobbled up by developers. After improvements are made by developers many artists also fear that they will be forced out.

"Artists add a lot to the community. The economics will be greatly effected," Nesson said. The Fort Point Arts Community and Massachusetts Council on Arts and Humanities have joined together under a contract to help artists find suitable working space. The Fort Point Arts Community has agreed to provide:

- Direct, in-depth technical assistance to four artists groups around the state: the Waltham Mill Artists; Association, Artists/Tenants of the South End; the Newton Artists Housing Partnership; and an unaffiliated group of Pittsfield artists.

- Production of an artist space handbook;

- Artist Space Clearinghouse;

- Regional Workshops;

- Development of a clear state policy to maintain artists' work space.

"We can spend the budget three times over and not solve the housing problem," Keith Stroup of the Council of Arts and Humanities said. The Council hopes to provide Boston area artists with a sophisticated leg up.

"Artists give the city a sense of self," Jim Dady, also of the Council, said. The Council has encouraged area artists to own a piece of the action through sweat equity—when artists have ownership and can develop their own buildings.

Efforts by city officials have been made in aiding displaced artists. At a June 4th conference organized by the Friends of Boston Art, Rosemarie Sansone, director of the Mayor's Office of Business and Cultural Development, announced that the city will formulate a policy regarding artists' housing by October 1985, to coincide with the next scheduled symposium.

Carol Lederman, congressional aide to Congressman Ed Markey, said, "It's difficult when private property is converted into condos. It designates space that is very difficult to come by. It's difficult especially for artists in Boston."

As the exodus continues Boston, a city viewed worldwide as a center for culture and learning, will lose the very people who have helped attain its image—the artists. ■

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NEW ENGLAND NEWSCLIP

Housing for art's sake

Boston's housing shortage has spread from one neighborhood to the next, driving up rents, creating resentment, displacing the disadvantaged and the elderly. City and state officials are seeking solutions by turning abandoned buildings over to neighborhood residents, setting up public-private partnerships and exploring new financial and management techniques. In the process, the housing and studio needs of Boston's artists should not be forgotten.

Painters, sculptors, printmakers, weavers, photographers and ceramicists have been struggling for years. They have rented combined working and living quarters in commercial buildings in several neighborhoods and downtown areas. As Boston's real estate boom makes it more profitable for owners to sell or convert to high-priced offices and condominiums, the artists — who often depend on second jobs to eke out a living — increasingly are forced to move on. Now, there are few places for them to go to.

As the Boston Redevelopment Authority embarks on its first serious planning effort in

years, it should not overlook the housing and studio-space problems facing the estimated 4,000 artists in the city. They are not interested in housing subsidies or in competing with the poor or the elderly in residential areas. They want to develop their own projects, and they want access to some of the older industrial and commercial sites in the city.

One artists' group has created studio and living space in a former printing plant in the Fort Point Channel area. Another is putting together a project for Boston's South Street. Other artists have plans for the city-owned Harry-the-Greek building at Washington and East Berkeley Streets in the South End; the BRA is expected to request developers' proposals for that project soon.

Imagine what Boston would be like without artists. They are hardworking entrepreneurs who generate a lively atmosphere for everyone who lives, works or visits here. Their energy and vitality cannot be duplicated, no matter how many restaurants and boutiques, or how much retail space and park land, are figured into Boston's future.

Rehab: How strong, how long?

By John King

Boston Business Journal Staff

It hasn't received as much attention as the cluster of downtown highrises under construction, but the market for renovated office space in Boston is booming as never before.

On Portland Street near North Station, an entire lengthy block is lined with warehouses being rehabbed to

create first class office space. In the Leather District near South Station, at least half a dozen buildings sport scaffolding and "for rent" signs. And on the edge of the Financial District, a 24-story building and a five-story building—both being gutted and restored—face each

(see **Rehab**, page 22B)



Boston's Fort Point Channel area is the site of a number of conversions of warehouses into first-class office space.

photo by Stuart Garfield

Rehab

(continued from page 1B)

other across High Street.

Observers estimate that as much as 3 million square feet of rehabbed Class A office space could enter the local real estate market within the next two years, a market that by 1989 will also have to absorb 5 million square feet of space in new towers. But despite the flood, brokers and developers worried about the Hub's future strength are outnumbered by people confident that all is well.

"To be truthful, the timing for coming on line with rehabs couldn't be better," said Frank Nelson, an assistant vice president at the local office of Cushman & Wakefield, a national real estate brokerage. "By late '86 the market will be very tight again because there'll be little tower space opening. As long as people ask for reasonable rents, they can be bullish."

"I don't want to be negative by any means, but certain projects, if the buildings don't have advantages, are going to suffer," countered Robert Delaney, a broker at the Codman Company. "The rehab market for well-located buildings is pretty strong. The marginal

space will be hard to lease."

What no one disputes is that the market for renovated office space has been transformed in recent years. During the 60s and 70s rehabs were relatively rare, and usually occurred in already prominent buildings, such as the Grain Exchange on Milk Street, One Winthrop Square and the old City Hall. The tenants tended to be small companies or law firms looking for that traditional Boston feel.

Part and parcel

This decade, however, rehabs are part and parcel of the market. According to Steven Steinberg, manager of public relations for Meredith & Grew, approximately 15 percent of all class A space here is in renovated buildings; between 1981 and 1983, 1.8 million square feet of downtown office space was upgraded, and since then activity has spread from the Financial District to such peripheral areas as Fort Point Channel, the Leather District, the Combat Zone and the blocks near North Station known as the "Bulfinch Triangle" (so named because the street pattern was laid out by Charles Bulfinch in the early 1800s).

A variety of factors combined to create the demand:

• The federal government's Economic Recovery Tax Act of 1981 allowed tax credits of up to 25 percent for rehabilitation of commercial buildings. Since then, more than 3 million square feet of Boston office space has been created or upgraded using the tax credits, according to researcher John Avault of the Boston Redevelopment Authority.

reasons—low vacancy rates, expensive new towers opening—freshly rehabbed space offered an alternative to companies trying to hold down costs.

"Once rehabs gained credibility, they really did represent a good price alternative," said James Hooper, a vice president at Spaulding & Slye. "The market emerged because there was no tower



'Quality restorations are the norm now,' said Richard Lundgren. 'What was done 15 or 20 years ago was horrible.'

• Only two office towers opened in Boston between 1979 and 1983, causing vacancy rates to dive below 2 percent at times. In part, this was a response to a major slump here in the mid-70s (vacancy rates topped 15 percent in 1977); in part, it was the result of an unofficial moratorium on construction as then-mayor Kevin White reviewed the downtown's future. "While, frankly, Kevin White paused to contemplate the city, people began seeing there was a market in restoring the older buildings," said Robert Beal, a local developer.

• Since 1982 rental rates in office towers have soared. Whatever the

space available. Now, pricing is very important."

Rental rates

At present, rental rates in new office towers start at \$35 per square foot for all but the lowest floors, and top off at \$60 per square foot for prime space in One Financial Center and Exchange Place. The priciest rehab space, by contrast, is the \$31 per square foot commanded recently in Sunley House at 45 Milk Street; elsewhere, first class rehab space ranges from \$15 per square foot in some Leather District and Bulfinch Triangle buildings to Financial District rates in the mid- and

Real Estate

upper-\$20s.

"The cost is certainly important to everyone. A rehab is an opportunity for law firms and financial firms to maximize their presence by having an entire floor in a building," said Cushman & Wakefield's Nelson, adding that this is a factor even when prices are comparable between new and old space. "When you start getting into overlapping rents, you have to ask where you get the best value for your dollar—One Liberty Square, or the lower floors in an office tower?"

In some cities the question might not even be asked; new is still equated with better. Here, that's not the case. "No matter what kind of deal you can cut, the image some firms want to project is best served by a rehabbed building," Nelson said. "No one looks down on a firm that's in an old building. . . . You get the feeling the tenants at One Liberty could be in Exchange Place if they wanted."

Whatever the reason for the popularity of renovated space, developers have responded by upgrading virtually every old office building or warehouse within walking distance of Post Office Square. Once dilapidated structures across Fort Point Channel, for instance, now have interiors with fully up-to-date heating and communication systems; the developers converting Commonwealth Pier into the World Trade Center claim it will have "the most modern information network and services of any building anywhere."

"The rehab market has grown technologically. It has improved in the same sense that the tower market has improved," Hooper said. "What you've got is tower space in a historic envelope. They compete by providing services while maintaining charm."

"Quality architectural restorations are the norm now," agreed Richard Lundgren, a senior vice president at Hunneman and Co. "What was done 15 or 20 years ago was just horrible."

Spottiness in market

The unanswered question is exactly how much of this new/old space the market can bear. The strength of rehab space downtown is a given—the transformation of the art deco United Shoe Building into The Landmark at Federal Center is a sure thing, brokers agree, despite rents averaging in the high \$20s—but some observers question whether even Boston's healthy market can sustain a three-pronged rush of rehabs coming on line in the Leather District, the Bulfinch Triangle and Fort Point Channel.

Developers have been upgrading every old office building within walking distance of Post Office Square.

"I don't think all three can do well simultaneously," said Timothy Halloran, senior vice president of the Codman Company. "If rents remain reasonable and the market remains strong, there should be no trouble absorbing space. Right now, though, the rehab area is a little soft. North Station is struggling and Fort Point Channel is slower than it has been in the past."

"You're going to have some spottiness in the market," agreed Beal, whose family firm has rehabbed a number of Financial District buildings and will soon begin renovating the Keaney Square Building near North Station. "By 1987 or '88 you could see some bumpiness."

To Halloran, location will determine which buildings do well and which don't; Beal, however, thinks the quality of the properties will be the determining factor. "The buildings that will lease are those that have special features to them, are well managed and well done, inside and out," Beal said.



Rehabs emerged as an alternative when Kevin White paused to contemplate the city.

photo by Stuart Garfield

Aside from the Keaney Square project, Beal has cut his stake in the rehab market by selling two landmarks (15 Broad Street and the Batterymarch Building) to Harold Brown, the Allston-based developer who in recent years has purchased more than 40 downtown buildings. Brown and Brookline developer Richard Cohen have teamed up on the Leather District's largest rehab, a conversion of the old Teradyne building on South Street into Lincoln Square, a 280,000-square-foot project set to open next spring.

"I think the space being created will be absorbed," Brown said. "The question is at what rental rate."

Brown, though, is confident that the market for older buildings in Boston will remain strong.

"As long as the space is first class and rents remain well under the tower rents, there will always be a strong market," Brown said. "There are going to be one or two years with no new office buildings. There should be a shortage of space starting in the spring of '86."

Rates for space

The rate for prime rehab space in the three peripheral areas averages between \$18 to \$22 per square foot, and each area

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has its strong and weak points. The Leather District is literally across the street from One Financial Street, South Station and the Bedford Crescent development site; on the other hand, parking is virtually non-existent. The Bulfinch Triangle has better parking, and its proximity to Government Center makes it a convenient location for lawyers and people dealing with City Hall—but the area still has a grimy image. “The buildings aren’t that great, and Boston Garden doesn’t do that much for me,” shrugged one broker. “I don’t think the area’s ready.”

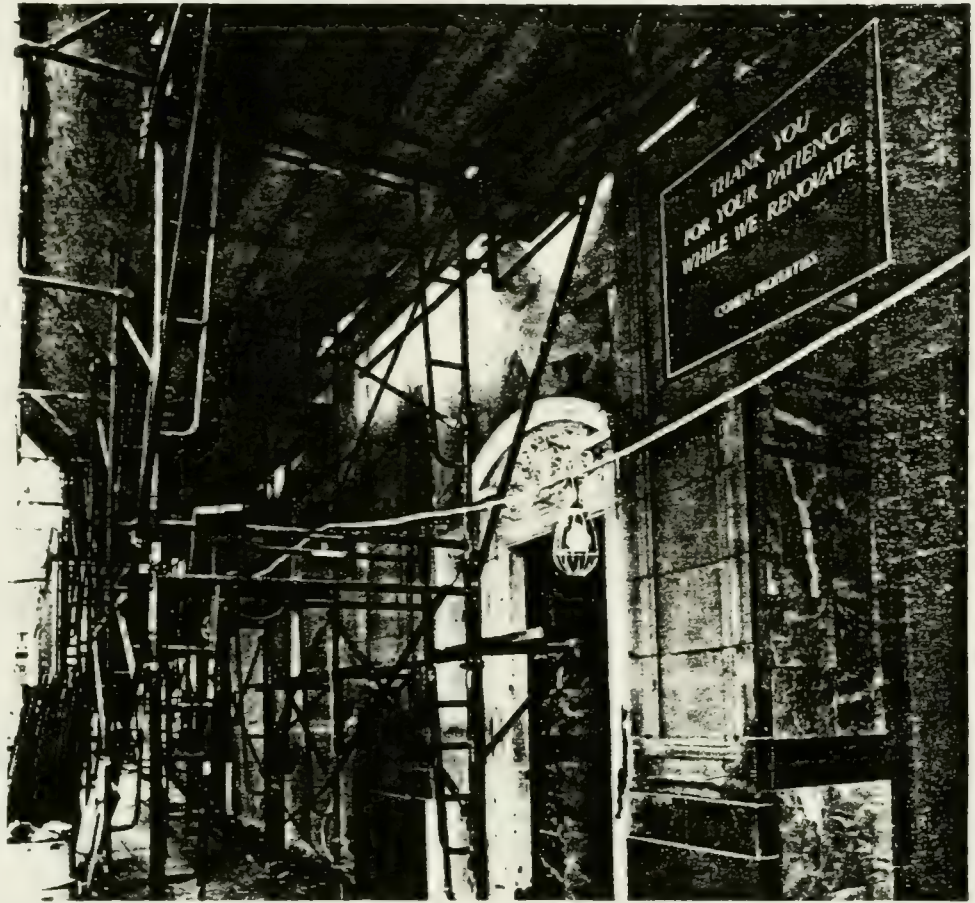
Compared to the above areas, Fort Point Channel is entrenched, although even its boosters admit that some companies will never relocate south of the downtown peninsula.

“Fort Point Channel is far and above the other districts as a proven location; at least five buildings there have been successfully rehabbed and leased,” said Codman’s Halloran. “Once you can point to buildings across the street that have been leased, you’ve gained acceptance.”

“The channel has definitely been proven,” agreed Jim Hooper. “In the Bulfinch Triangle, the early buildings will be faced with the credibility problems the channel was faced with initially.” As for the Leather District, “its proximity to the Financial District is such that I think it’s a natural growth area, but it has not been proven. . . . My sense is that it will succeed.”

Until the new wave of rehabs open, one can only guess at their acceptance; such space is rarely pre-leased, there being no way to judge a renovation’s quality until construction is finished. For the time being, in short, the only way to size up the market is to keep track of each building as it enters the market, and as developers vie with each other for tenants.

And if the optimistic forecasts prove correct? Then a new problem will face local developers—the search for new



In the Leather District near South Station: scaffolding and “For Rent” signs.

photo by Stuart Garfield

buildings. While people like Frank Nelson are confident that “there’s always a next ‘best’ location,” others wonder if, someday, Boston’s stock of old buildings won’t be depleted.

“I can see a time in 1987 when virtually every old mill building within three-quarters of a mile of State and Congress streets will be rehabbed and filled,” Lundgren said. “Once these areas are all done—then what will we do?”

On the other hand . . .

“We’re talking about a time line, fixing up things that have run down,” Hooper said. “By the time all the buildings have been renovated, the early ones will need fixing up again.” □

Reagan's tax plan: a blessing in disguise?

A controversial element of the Reagan Administration's tax reform plan would end the 25 percent Investment Tax Credits (ITCs) for historic rehabilitation projects. Preservationists and developers alike call it a blow to the nation's accelerating preservation movement.

"Our task is to convince [government officials] that the incentives are working and should be retained," wrote J. Jackson Walter, president of the National Trust for Historic Preservation, in an editorial in *Historic Preservation* magazine. "Once a pastime for a few, historic preservation has become part of the engine driving our economy."

Boston-area brokers, by contrast, aren't that concerned about the effect of a tax change. Most feel rehabs are an integral part of the office market. Some even suggest that the change could be helpful by, in the long run, causing the price of old buildings in Boston to drop.

"Loss of the ITCs would make people look at costs more carefully. Tax benefits would no longer be the underlying force for [some] rehabs," suggested Richard Lundgren of Hunneman and Co. "That could push the price of shells down somewhat."

Building prices, according to brokers, have doubled and tripled of late—shells that went for \$35 a foot in the early part of the decade now cost close to \$100 a foot. As a result, some major rehab developers have stopped buying downtown property. For instance, Northland Investment Corporation, which has restored six Hub buildings and is completing a gut rehab of 250 Summer Street on Fort Point Channel, is no longer looking for downtown sites.

"The phenomenon of overheating has come into play, and we're not willing to match outside offers," explained Ogden Hunnewell, Northland's vice president of development. Instead, Northland recently purchased 13 buildings in Portland, Maine, the

majority in that city's Old Port section.

If Jim Hooper of Spaulding & Slye is correct, the Boston office market will continue to see a stream of high-quality, affordable renovations.

"One of two things will happen—Either restoration will slow down, which I don't believe, or shell prices will drop," Hooper said. "People in this business aren't doing this [development] for their health; they're doing it for a profit. You can't skimp on the quality of the rehab, because then it won't lease. And you can't raise rents—so you have to pay less for the building. You won't be able to pay \$90 a foot for a shell anymore."

"ITCs are incredibly important," Hunnewell said, "but if they are taken away, that could require sellers to refine their prices."

Critics of the proposed changes aren't convinced; they say that while prices may (or may not) drop, preservation will be hampered since developers will no longer need to have their restorations approved by the National Park Service and the secretary of the interior.

"With the 25 percent credit you have to follow the architectural rules, and that costs money because you have to do a more thoughtful, elegant job," said BRA researcher John Avault. "If tax credits are scotched, then a very important economic motive for adhering to standards will no longer be present."

To Avault, loss of the ITCs will also cause a drop in the number of rehabs. Stanley Smith, executive director of Historic Boston Inc., agrees. "The change in tax law will remove the incentive for historic preservation," he said.

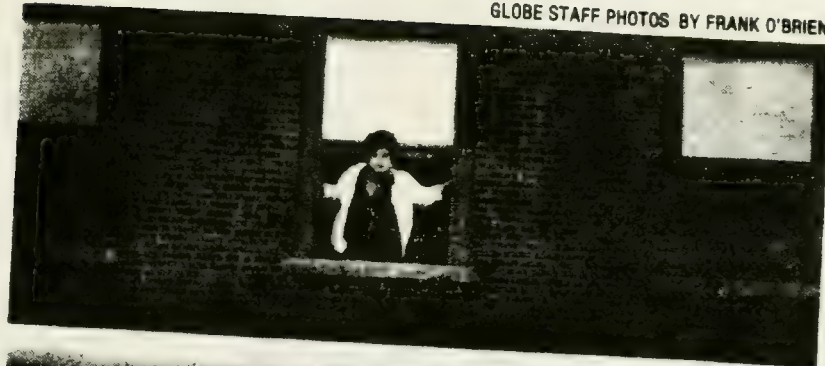
But to other observers, any slowdown will be minimal.

"It won't make much difference. Tenants like the old buildings," said John Ryan, chief executive officer of Ryan, Elliot & Co. "The market thrust will keep that going."

—J.K.

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GLOBE STAFF PHOTOS BY FRANK O'BRIEN



Left, Paola Savarino, an artist with a home, looks out its window above her abstract work on an A Street billboard.



Below, Fort Point artist Jerry Beck in front of his work, "Crutches for the Cultureless."

Homeless artists

They're uniting and finding some allies as housing and studio space dwindle

By Christine Temin
Globe Staff

It's a familiar pattern. Artists move into a grungy building nobody else wants, but which they prize for its large, open spaces and natural light. They renovate the building, using their own time, talent and money. The owner suddenly sees the building's potential, and, *volla!* sells it to developers, who convert it into pricey condominiums or offices, such as the Webb Building in East Cambridge, currently being converted from artists' studios to office and retail space.

And the artists are stuck looking for the next wallflower neighborhood. Boston and its environs are getting alarmingly short on appropriate buildings, though, and there's a sense of near-panic among artists who can't find that next place to go. Symbols of hope are few: There's the model building at 249 A St. in Fort Point Channel, an artist-owned cooperative. There are a couple of artist-owned buildings in East Boston. And that's about it.

The next place for Boston's homeless artists might not even be in Boston: In New York, where several major Boston artists have moved in recent years, there are zoning laws setting aside certain lofts exclusively for artists. San Francisco and Minneapolis also have enlightened artists' housing policies.

There's a mounting sense of anger and determination about the housing crisis among Boston artists. Recently, many of them have banded together to attract the attention of government officials, developers and bankers, and to become as visible and vocal as possible. They have served notice

that, one way or another, they're going to buy studios and end the displacement cycle.

Consider the case of artist Joe Zina, who recently managed to stop a \$9.9 million real estate deal. The owners of the building on Rugg Road in Allston where he and his partner, Bernard Toale, have their studio, threatened to sell the building and displace the 16 individual artists and three artist businesses there. But Zina discovered that one of the artists in the building had a lease with a right of first refusal, a clause that has thrown a legal wrench into the works of a multibuilding sale of which the Rugg Road building was a \$2.2 million part. Now Zina is working with the other artists and with Boston attorney Michael Cutler, who has made a specialty out of artists' housing, to find funding to buy the building from Octagon Realty Trust. Cutler says that if the artists form a not-for-profit group, there may be significant tax advantages for Octagon in selling to them. But Octagon trustee Gerry Guinnan is not feeling friendly toward the artists. "They stopped the sale," he says. "Now we'll have to put up with them until we can get rid of them." Guinnan says he'll wait until the artists' leases expire, and that, meanwhile, "Our desire to help them is just about zero."

"Artists have to organize politically, to get clout. You can't count on a landlord being a saint," says artist Gregg Le Fevre, one of 60 artists of the Waltham Mill Artists Association at 144 Moody St. in Waltham. Le Fevre says that, if his former Waltham landlord, Ira "Sonny" Gordon, wasn't a saint, he was at least a man who would accept paintings in lieu of rent when times were tough. After his death two years ago, the Waltham artists put up a plaque in Gordon's memory. "In apprecia-

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tion of Ira (Sonny) Gordon, patron and supporter of the Moody St. Arts Complex," it reads.

Ira Gordon's son Richard is now head of the family liquor distribution business. Sitting in an office among artworks his father collected from his artist-tenants and an architect's drawing of what the Moody Street complex would look like if renovated into office and industrial space, Richard Gordon says that his first responsibility is to look out for his own family. He says he figures he's subsidizing the artists to the tune of \$400,000 a year — the difference between the \$3 a square foot the artists now pay and the \$8-\$10 a square foot he could get from business tenants. "I think artists as a whole have to become more business-oriented, to go out and meet their overhead, produce more art and sell it," concludes Gordon, who says he'll decide the Moody Street building's fate in the next two to three months.

In part because of dramatic cliffhangers like the Rugg Road and Moody Street situations, there have recently been signs that the artists' housing issue is finally attracting attention from those with the clout to help:

- The City of Boston, through the Mayor's Office of Business and Cultural Development, has formulated an artists' housing policy, which it will make public in November. One stipulation of the policy is that Business and Cultural Development will act as a liaison between artists and other city agencies, including the Boston Redevelopment Authority, which owns several buildings artists' groups would like to buy.

- The Friends of Boston Art, a group of collectors and art patrons, has taken a leadership role in working for artists' housing. In

the spring, the Friends organized a seminar on the subject, which drew 300 artists to a Back Bay church. Friends cochairman Charl Isaacs and her committee on artists' housing have organized another meeting, scheduled for Nov. 14, geared to developers and bankers, with high-level sponsors like architect/developer Graham Gund and Shawmut Corporation President John Hamill. The Friends have also asked the Massachusetts Council on the Arts and Humanities for a grant to work with developers, interesting them in working on artists' housing.

- The Massachusetts Council has given Jero Nesson, the former director of building re-use for the state and now director of the Fort Point Arts Community, a \$36,000 grant to work to secure permanent housing for several Massachusetts artists' groups. The council is also working on a proposal to change zoning laws to allow artists to live and work in the same space, without going through the time-consuming mechanisms of applying for variances to work in residential zones or to live in light industrial zones.

Dramatizing plight

As part of their newly militant stance, artists are using their art to dramatize their plight. Fort Point artists Jerry Beck and Mark Humphries have drawn together a group of 60 artists who are creating a massive installation, "Home for Displacement," whose theme is the housing crisis. The installation, which will be in place during next weekend's open studios in Fort Point, is in a vacant lot across the street from 249 A St., an artist-owned cooperative that is a symbol of hope to hundreds of other artists still at the mercy of their landlords.



Paola Savarino, one of the artists who has space in the A Street building, has also created an outdoor work to call attention to the fact that there are hundreds of artists in Fort Point, the vast majority of whom still rent. With funding from WBZ-TV's "Fund for the Arts," Savarino has painted a huge abstract work on an A Street billboard, donated by Ack-erley Communications.

A group called the Artists Tenants of the South End will erect another installation, a "building graveyard," incorporating fragments of buildings from which they've been displaced, next to Beck's and Humphries' "Home for Displacement." ATSE has worked for a year to acquire a South End building from the BRA, and, in their vigorous campaign, they have obtained written endorsements for prominent politicians and letters of intent, specifying a willingness to lend mortgage money, from the Bank of Boston, the New World Bank and the Massachusetts Industrial Finance Association. And the group has met with South End organizations to demonstrate their desire to be good neighbors.

Not all the artists' efforts are directed toward buildings in Boston. Ten days ago, a group of artists headed by Gina Fiedel and Judy Haberl gave a two-hour pre-

sentation at the Newton Arts Center, detailing their proposal to buy and renovate the city's unused Claflin School. A group of abutters and several Newton aldermen listened intently as the artists presented architects' plans and passed out copies of a letter of support from the Newton-based Mutual Bank for Savings, which also financed the A. Street building. Amy Lighthill, assistant curator of contemporary art at the Museum of Fine Arts, pointed out that the artists who wanted the Claflin School were some of the finest in New England, and that to see them move away because they couldn't find housing here would be a great loss to the region.

The audience seemed convinced, and the proposal moved one more step along the way to official acceptance by Newton's aldermen and Mayor Theodore Mann. But several important questions also came up. If the City of Newton sold the school to the artists at a less than market price, would the artists in return be willing to limit their equity, to prevent them from turning around and selling their spaces for enormous profits? What could the artists do for the city? The artists agreed to discuss these and other pertinent matters. There were other, tough issues that were not raised. Should artists receive a break on housing when there are elderly and handicapped and low-income people still in need of a place to live? Should some group or panel try to award housing opportunities to what they determine are the "best" artists, artists whose work and presence is important to this area's cultural life, or should chances to buy space be doled out on a first-come, first-served basis? Meanwhile, the artists of Fort Point, the Waltham group, the group from Rugg Road and the artists who want to buy Newton's Claflin School trudge through meeting after meeting to push their proposals forward. "Looking for housing has become a second career," says Gina Fiedel, who says she looks forward to the day when she can forget what she's had to learn about real estate - and just paint pictures.

Artists schedule open houses

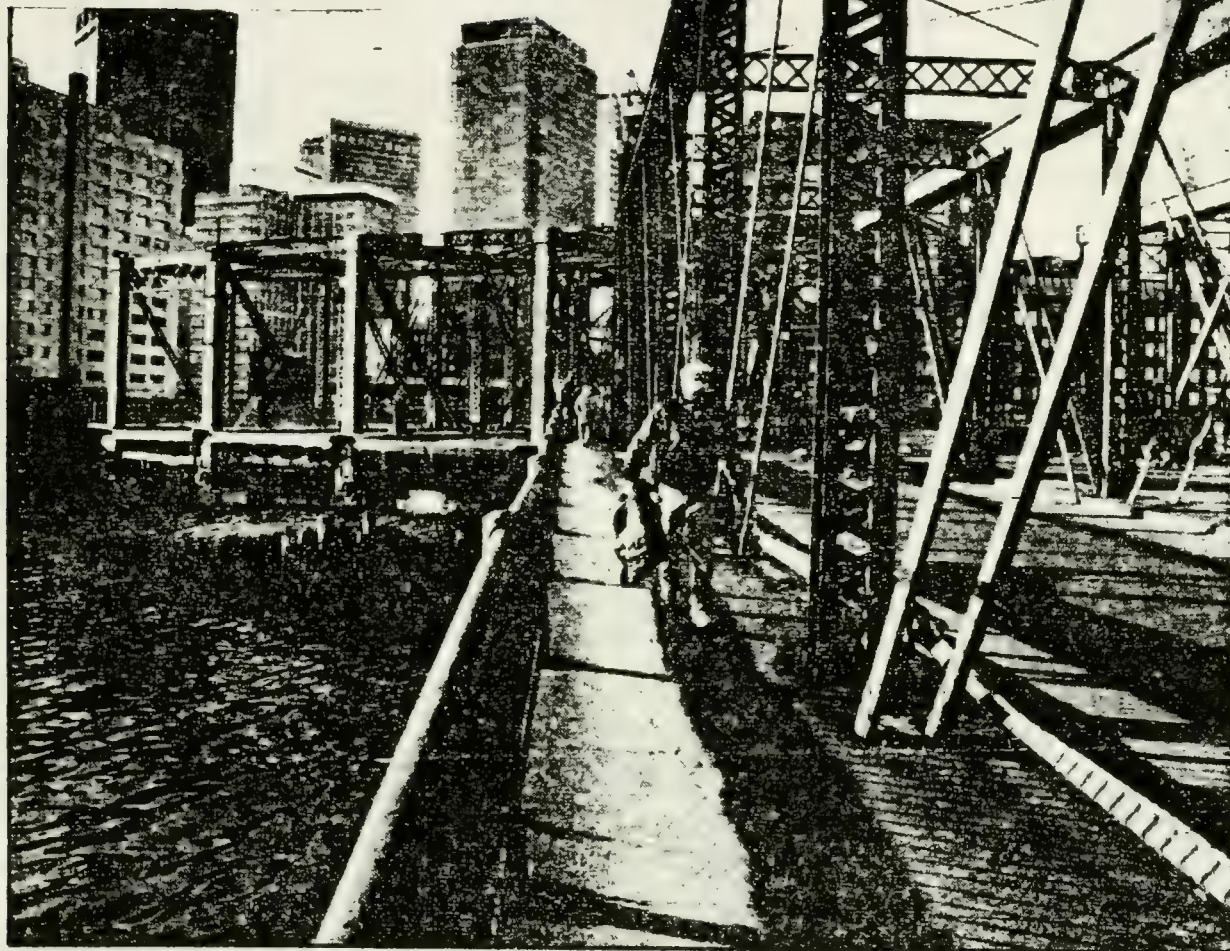
Members of the Fort Point Arts Community invite visitors to their 6th annual Open Studios Saturday and Sunday, from noon to 5 p.m. For maps and information, go to the booth outside the Children's Museum on lower Congress Street or to FPAC headquarters at 249 A St. Call 423-4299.

The Kendall Center for the Arts, 226 Beech St., Belmont, holds its 4th annual Open House next Sunday, noon to 5 p.m. The Center houses studios of 36 professional artists, who may soon be displaced if Belmont follows through on a plan to turn the former elementary school into low-income elderly housing. Call 489-4090.

The artists at the 144 Moody St. building in Waltham open their studios on Friday, Nov. 1, from 7-9 p.m., and on Nov. 2 and 3 from 1-5 p.m. Call 899-6271.

Rugg Road Handmade Papers and some of the artists in the building at 29-40 Rugg Road in Allston open their studios to the public Nov. 16 and 17, noon-5 p.m. Call 787-1371.

DEC 4 1985



Despite open section, pedestrians can utilize Northern Avenue Bridge. GLOBE STAFF PHOTO BY JOE DENNEHY

Malfunction closes Northern Avenue Bridge until at least Friday; thousands re-routed

By James Stack
Globe Staff

Boston's century-old Northern Avenue Bridge, closed to traffic late Monday after a malfunction of the mechanism that opens and closes it, will stay that way until Friday at the earliest.

Mayor Flynn ordered the deployment of uniformed police to keep re-routed traffic moving smoothly over Congress and Summer streets in both directions. The bridge connects downtown and South Boston at Fort Point Channel; about 17,000 vehicles cross it daily.

"I have also arranged for all the manpower at the disposal of the city to make sure repairs are

completed as soon as possible, hopefully by Friday," Flynn said.

"But there is a broader issue here, and I hope this breakdown in the operation of an archaic structure will put focus on the necessity for replacing it with a fixed span bridge just as soon as possible."

Flynn suggested the inconvenience could be a blessing in disguise if it helps to speed up a pending project to replace the bridge with a modern structure.

Flynn said the bridge is critical, not only to the orderly movement of traffic, but to his administration's plans for the revitalization and development of the Fort Point Channel area.

"I've been interested in bring-

ing about a bridge replacement project ever since my days in the Legislature," Flynn said.

"It would be one of the largest development projects in the history of the city, and I have made it a top priority since becoming mayor."

Flynn said it has been nearly a year since the Boston Redevelopment Authority and two other city agencies met with the state on final approval of a plan for replacing the bridge with a fixed span. The project is awaiting state action.

"The Northern Avenue Bridge is critical to everything we have in mind for the Fort Point Channel area," Flynn said.

DEC 23 1985

City within a city

Real estate developers are proposing for the South Boston side of the Fort Point Channel a new city - an extension of downtown Boston equal in size to a quarter of the present-day city.

City and state planners, citizen advisory groups, and the developers themselves must ensure that this new city complements the old, and does not overwhelm it - and that people can get to it from the old city.

Two proposals concern the Fan Pier - where the old railroad lines fanned out to meet the cargo ships at dockside - and Pier Four. They represent the single largest non-industrial waterfront development in the city's history. Over the next few years, other proposals are expected from Cabot, Cabot & Forbes and the Boston Wharf Company, and for the old Penn Central railyards and Commonwealth Flats.

But even before any of these projects are begun, the World Trade Center will be opening early in 1986 at Commonwealth Pier. It will incorporate 800,000 square feet of office and display space - and plans call for twin 30-story towers.

The matter of transportation must therefore be of immediate concern to public officials and to the developers - for it is a matter on which the entire project could founder. Of equal concern is the clear need for drafting an overall plan for these acres of former industrial sites in South Boston - for a "new city" that will encompass the entire area from the Gillette plant to the Edison plant.

Eighty percent of the workers in the central business district now commute to work by mass transit, or on foot. This ratio must be continued as the business district is extended across Fort Point Channel, if only because construction of the Fan Pier project will eliminate 2,000 commuter parking spaces while creating its own demand for 2,000 more. With the Red Line a half-mile away at South Station, the area is poorly served by mass transit.

The seaport access road proposed as part of the third harbor tunnel provides a possible express bus route into the area. The waterfront location provides more opportunities for water transportation than anywhere else in the city, including commuter-boat links to North and South stations. The seaport access road, however, is still dependent on congressional approval, while water transportation has yet to be proved.

The developer's draft Environmental Impact Report now being reviewed notes that "much can be done at the employer level to develop [such programs] and to provide the proper incentives to make them work." This

is a matter not of "can be done," but of *must* be done.

Before these projects are approved, developers must offer commitments to the fullest and most effective uses of mass transportation, not hopeful reliance on unbuilt roads and untried systems. The alternative is turning South Boston's narrow residential streets into commuter routes and bringing gridlock to its intersections.

Also, before the projects go forward, there must be an understanding of how they will relate to the old Boston across Fort Point Channel.

The proposals point to a "new city" by the end of the century; it must not be created haphazardly, at the whim of developers.

Among other things, there must be an understanding of what kind of housing this new city should contain: all high-income, or mixed income. No "Cinderella units" are planned for the Fan Pier, says the project's spokesman, Lewis (Harry) Spence, who argues that scattering a small number of low-income units among the luxury condominiums is not good housing policy. A housing policy for the area must be determined by the city before approval is given to any of the proposed projects.

There is a clear need for a master plan to be adopted for the area by the Boston Redevelopment Authority. That process should begin at once, before too many decisions are preempted by the developers.

For the Fan Pier project itself, there will be questions about Cesar Pelli's 550-foot "celebratory tower" and the 1000-foot-long canal that is to be cut just north of the present Northern Avenue.

The tower would house a Hyatt hotel and be among the half-dozen tallest in the city. It is intended as a landmark, but Boston must decide whether a 950-room hotel poised on the harbor's edge is the landmark it wants. Where is the guarantee that the hotel would be the only tower on the waterfront?

It is not certain that the canal is a viable waterway for docking because of the tidal range. Moreover, the bridge height needed to allow boats to pass underneath may disrupt the corridors created by the grid of streets from Northern Avenue into the project.

Nothing comparable has happened to Boston since the Back Bay was filled and developed during the Civil War, or the central business district rebuilt following the Great Fire of 1872.

The responsibility of the developers, and of the public agencies responsible for overseeing their activities, is considerable. The well-being of all the city, old and new, must be their guiding principle.

Cityscape

Channel watch: the development of Fan Piers

by Lawrence Bluestone 1350

This is a story of unparalleled potential and opportunity. Whether that opportunity is now captured or lost is the issue at hand. After years of anticipation, false starts and delays, the development of the Fan Piers (Piers 1, 2 and 3) along Northern Avenue in the Fort Point Channel area seems to be finally making headway, as evidenced by the recent public release of a preliminary long-range master plan. That plan calls for more than 5 million square feet of apartments, office buildings, a Hyatt hotel, retail shops and a public esplanade and park. The site, owned by Anthony Athanas of Pier 4 Restaurant fame, will be jointly developed by Carpenter Properties, the Hyatt Hotel Corporation and Athanas.

The development team looks excellent. The project's designer and master planner, Cesar Pelli, former chairman of the Yale School of Architecture, is highly talented. And the Boston Redevelopment Authority (BRA) staff, which will guide and shape the final plan, is rejuvenated, prepared,

and insistent upon securing important amenities for the public.

A troubled history

This project's potential uniqueness is attributable to several factors. First, the site itself offers 18 acres of waterfront property complete with spectacular views of the Harbor and the downtown skyline. Second, the sweeping curved arc of the piers (hence the name Fan Piers) is a unique physical attribute not seen elsewhere in the city. And finally, it is a large site completely assembled under one ownership. This gives its designers a tabula rasa to design a whole new district for the city unencumbered by the restrictions of existing buildings or by recalcitrant property-owner holdouts.

With all these favorable factors going for it, and with a talented cast of private developers, designers and public officials on the job, nothing short of a showcase development should be expected, even demanded. But already there are signs that the development's fullest potential may

not be realized.

Planning for the Fan Piers has been in progress for many years. In 1982, in a great flurry of publicity, grandiose plans were released by former Mayor Kevin White, Athanas, the Hyatt Corporation and Carpenter Properties. Proposed then were

The new residential towers and hotel will help to establish the Fort Point community as a lively district.

a hotel and a series of 30-story condominium towers lining the Harbor's edge, combined with only limited public access to the waterfront. Echoes of Harbor Towers were recalled and much public criticism followed.

A period of delay followed, caused in no small part by the unsettled question of whether reasonable access to the site could be provided via a new fixed-span bridge across the Fort Point Channel at Northern Avenue. Then in 1984 the election of Mayor Flynn and the appointment of Stephen Coyle as director of the BRA, ushered a new era of public planning for the Fort Point Channel area.

That effort led in October 1984 to the BRA's publication of its Harborpark design guidelines and culminated this April with specific BRA design guidelines and planning concepts for the entire Fort Point Channel area. Among the key recommendations of those guidelines was the creation of a continuous public pedestrian esplanade and park along the water's edge. The BRA also called for low buildings to be built along the water's edge, with taller buildings placed further inland.

What the project's developers currently propose complies with these guidelines in some respects and differs substantially from them in others. The preliminary plan calls for five office buildings along Northern Avenue, a 35-story Hyatt hotel tower on the water's edge, facing across a new marina to Athanas' Pier 4 property (the site of another hotel, and apartments), and a cluster of three residential towers (20 to 26 stories in height) on an island to be formed by dredging a new canal.

The good points

The new canal will separate the residential island and hotel from the office buildings along Northern Avenue. A pedestrian esplanade will line the water's edge and on the island a new public park will offer spectacular views of the Harbor and downtown. All these buildings are planned on a rectilinear street grid formed by the extension and bridging of Pittsburg and Farnsworth streets across the new canal onto the island.

The plan and program as now planned offer many features that can be anticipated with enthusiasm.

- The new residential towers, containing over 600 dwelling units, will establish yet another residential district adjacent to downtown, thereby increasing the nighttime vigor and vitality of the downtown itself.

- The new Hyatt hotel, when combined with a second hotel on the Pier 4 property, will further establish the Fort Point Channel community as a lively district, both by day and by night.

• The proposed waterfront esplanade and park could potentially be one of the city's most spectacular public amenities. Offering unparalleled views of the Harbor and Boston skyline, this aspect of the proposal complies wholeheartedly with the BRA's Harborpark guidelines.

• The planned extension of the existing city street grid into the Fan Piers property itself promises to unite the new development with its surroundings.

• All parking (for more than 2000 cars) is anticipated to be underground—a costly feature for which the developers are to be congratulated.

Disturbing features

But the proposed plan also offers several disturbing features.

• The proposed new canal may act as a protective moat around the "island" residential community. If one were inclined to be suspicious—to believe that pedestrian access to the island is being intentionally limited—those suspicions would be reinforced by the fact that the waterfront's pedestrian esplanade is not, in fact, continuous from Northern Avenue onto the Island. The waterfront path is conspicuously interrupted by the lack of a bridge across the mouth of the canal onto the island. If the canal does in fact act as a moat, it will isolate the residential island, and the island's planned public waterfront park could easily become the private turf of the island's residents.

• The proposed rectilinear grid of buildings and streets visually eradicates the sweeping arc of the Fan Piers. Clearly, this site calls for a radial street pattern or reshaped building forms (such as the "finger piers" at Rowes and Foster's Wharf) that more clearly reinforce the curve of the arc. (The BRA's own guidelines illustrate such a radial street layout.)

• The proposed buildings do not diminish in height as they approach the water's edge. In fact, the buildings along the waterfront tend to be some of the



The 18-acre site offers spectacular views of the Harbor and downtown skyline.

photo by Eliot Born

tallest. Though there is perhaps room for a single tall landmark tower (the Hyatt hotel) at the water's edge, the BRA's Harborpark guidelines calling for lower buildings along the water's edge should clearly be enforced.

• The proposed layout may result in too much density for the site—a recurring phenomenon and a problem the city seems to have tackled with every recent development proposal, including International Place and the New England Life building.

As the design now stands, it shows much promise and potential but also much need for improvement. Is the project a showcase development? Not yet. It is worthy of its spectacular site? Not yet.

The proposal is now only in the preliminary master plan stage, however, and the BRA, along with a recent appointed Citizens' Advisory Committee, is reviewing the plan.

The danger is that these groups, as well as such other interested parties as

be. But that plan is important. Once approved, the plan will determine street patterns and design principles. It will determine the development's allowed density, which will, in turn, determine land values. And once those land values are set, interested parties will find it difficult later to argue for less rather than more square footage. If battles are to be fought over the future of the Fan Piers, the time is now.

Vigilant watch

If the Citizens' Advisory Committee and the BRA staff should recommend diminishing densities, heights and square footage, let us hope that the city will not be held hostage—once again—to the pressure it feels to maximize real estate tax revenues at the expense of the best possible urban environment.

The site is unique. The talent is available to create excellence. The Fan Piers will be a test of whether the Flynn administration and the private sector can form a partnership to create the showcase we should all expect. The opportunity can now be seized or lost. The watch on the Channel must be vigilant.

Lawrence Bluestone, an architect and urban planner, is co-chairman of the Boston Society of Architects' Urban Design Committee.

THE FINE ART OF SURVIVAL

Boston's proximity to New York—and generally unreceptive climate—has contributed to a defeatist view about art made here. Despite this, there's more activity and support than ever be-

BY CHRISTINE TEMIN

The most successful young painter in Boston has just given up his job cleaning houses. What we're calling "young" is under 35. What we're calling "successful" is harder to define. But in the worldly sense of the word as it applies to artists, it would certainly include representation in top museums and private collections, an affiliation with a prestigious gallery, and write-ups in those shiny art magazines that read as if they've been directly translated from the German. In Boston, success doesn't — maybe *can't* — include money. The 33-year-old New York art star Julian Schnabel may rake in a minimum of \$50,000 per velvet-and-broken-crockery painting, but Boston's most highly touted young painter, 31-year-old Doug Anderson, gets a relatively modest \$5000 or so, according to his dealers, Linda and Stefan Stux of the Stux Gallery on Newbury Street.

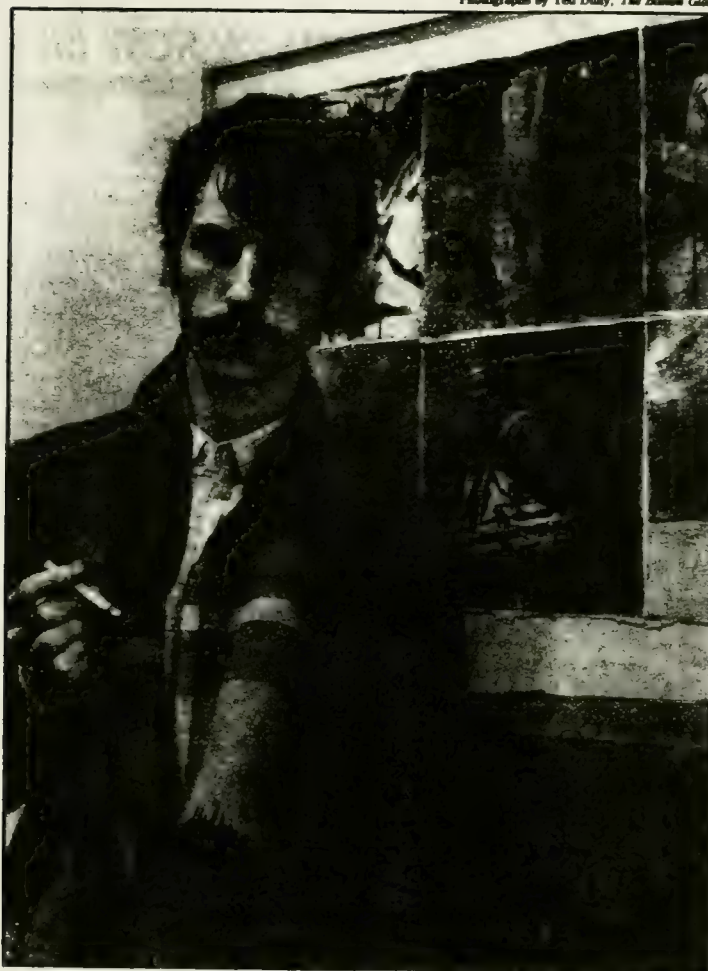
Anderson's last Stux show, in November 1984, was a sellout, and Stefan Stux says there's now a waiting list for Anderson's work. That's a change. "We sold absolutely nothing out of his first show, in 1981," Linda Stux recalls. "Four years ago, you could have gotten a big, beautiful Doug Anderson for \$600. But Boston wasn't ready for him then. Doug wasn't at all upset, though. He's the kind of artist for whom the art is everything."

Okay, so Anderson is not only successful, he's sincere. But is he *good*? The question of aesthetic worth is never easy to answer. In the current climate of media hype about art and the marketplace, sometimes it isn't addressed at all: A story about a wet-behind-the-ears artist whose canvases command five-figure sums roughly 10 minutes after

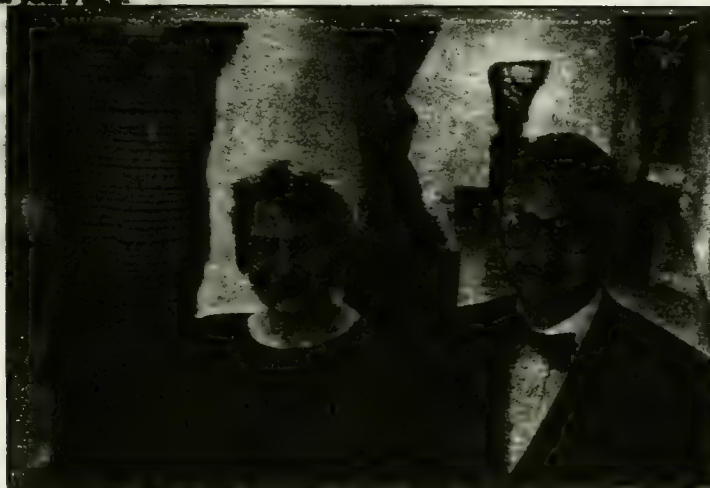
Continued on page 28

CHRISTINE TEMIN IS AN ART CRITIC FOR THE GLOBE.

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Adam Cvijanovic, 24, with his work at the Stavakis Gallery. His rapid rise would have been unthinkable in Boston a few years ago.



Newbury Street gallery owners Linda and Stefan Stux bravely face economic ruin with a full schedule of risk-taking shows.

Artists *48*

CONTINUED FROM PAGE 15

he graduates from art school is more fun to read than 5000 judgmental words about plastic values and the integrity of the picture plane.

Amy Lighthill, an assistant curator at the Museum of Fine Arts, doesn't have to resort to Artspeak to talk adoringly about Anderson's work. "I walked into the room, and it was so smooth and shiny I wanted to lick it," is how she recalls her first encounter with one of his paintings. Lighthill, who says it has been a struggle convincing the MFA of the significance of contemporary work, has included Anderson in two MFA shows and convinced the Museum's Committee on the Collections to buy his 12-foot-wide diptych, "Lovers Will Contrast Their Emotions in Time of Crisis." "Anderson offers a vision of the '80s," she says. "It's not taken directly from TV, or comic books, or mass culture. But it has that flavor."

Anderson's glossy, enamel-hard canvases, loaded with just-recognizable images that refuse

to gel into a logical narrative, have put him at the top of many critical and curatorial lists of Who's Who in Boston art. His vocabulary of images, painted in punchy colors often underscored with shiny licorice black, includes spider webs, boats, people with goose heads, whales, Christmas trees, and a Pez candy dispenser — all recurring visual themes that have stuck in his head for years. He doesn't much care what the viewer makes of this odd assortment and insists there is no "right" way to decode his works: "I'll put a saw in a painting, and someone will say, 'What's that milk carton doing there?' And that will make me put a milk carton in the next painting."

"I can't make the paintings into stories. I see them as very disrupted narratives, destroyed narratives. If the painting adds up to me, I throw it away."

Doug Anderson has sold some of the work he hasn't thrown away to influential collectors, including this city's most influential, Graham Gund. Anderson is represented by Boston's most adventurous gallery. He was recently included in a group show at the New York gallery owned by art

world heavyweight Rhyllis Kind, who plans to give him a solo show next season. He has been included in two of the annual *Boston: Now* shows at the Institute of Contemporary Art, and in the MFA's *Brave New Works of 1983* and last year's *Emerging Massachusetts Painters*. As a recent winner of the School of the Museum of Fine Arts' annual alumni prize, he will be in a new MFA show that opens May 21. The ICA Council recently rewarded donors of \$250 and up with a limited-edition Doug Anderson print. He has won grants from the Massachusetts Artists Foundation and from the Museum School. He has also won respect: When William Koch, the MFA benefactor and Oklahoma oil heir reportedly worth at least \$400 million, called a series of meetings last year to discuss what he and his fortune could do for Boston art, Anderson was invited to a gathering that included the *creme de la creme* of Boston dealers, collectors, and curators.

Anderson's most significant honor to date is his inclusion in the 1985 *Biennial Exhibition* at the Whitney Museum of American Art in New York. (The *Biennial* runs through

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June 2.) Part of the prestige of the Whitney show, a self-styled "qualitative overview of current art activity in America," stems from the Whitney's disregard for geographical distribution; in other words, being from North Dakota does not help a candidate. Of this year's 84 *Biennial* artists, 60 are from New York, and Anderson is the only New Englander. The *Biennial* serves formal notice that he is now a nationally ranked, rather than a "regional," artist.

Kind, who discovered Anderson when she visited Boston for an ICA show last year, describes him as "extraordinary. He's developed a vocabulary totally his own. It's both fanciful and unexpected, like allegorical poetry. It's so ridiculous it shouldn't work — but it does." There are dissenting views, including one from a well-regarded local curator who calls Anderson's imagery "superficial." And there are Boston art-watchers who say they respect Anderson's work without being eager to own it: It is not easy to live with, because of its inscrutable subjects and brazen colors, and sometimes because of its scale. Stefan Stux recently bought Anderson's "Perfect

Mom No. 3", which is still propped against a wall in Anderson's studio because the ceilings in Stux's suburban home are too low to accommodate it.

Now that Anderson's earnings are roughly the same as a school-teacher's, he has been able to quit cleaning other people's houses. He says he chose cleaning as a way to earn money partly because it's unpleasant. The natural job for a young artist is teaching art. But, "I'm afraid that teaching is just cushy enough that I'd get sucked in for life." And that would mean less time, less commitment, for painting. Anderson says flatly that he and his wife, painter Gina Fiedel, will put off having children until their careers are established: "Painting comes first." Fiedel agrees. She and Anderson paint, period. They don't travel; they don't go to movies; dinner is a matter of defrosting. When Amy Lighthill of the MFA ran into Anderson at the opening bash for the Whitney show — an opportunity to bask in glory — she found him instead glum at the idea of two days away from his studio and jittery at

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the thought of losing his momentum. Fiedel says Anderson won't even take time to get his hair cut. He hacks away at it himself, which is why the hair on the back of his head curls down his neck. "I can't see back there to cut," he explains.

Fiedel still cleans houses. She reasons that since her work is slower to sell than her husband's, and priced at \$2100 and down, it is economically better for the two of them if Anderson wields a paintbrush, not a scrub brush. She observes cheerfully that cleaning has become quite convenient. The South Station neighborhood where she and Anderson have a live-in loft has become so gentrified that her neighbors hire her to keep their hot tubs immaculate. "I clean for all the people who have displaced artists," she says.

The neighborhood upgrading creates employment and a major problem. Anderson's and Fiedel's landlords have, over the past six years, raised the rent from \$275 a month to the present \$725 and served notice that they want the couple out by next March so they can put the building to more lucrative use. "We're fond of our landlords; they're not hot-shot real

estate types," Fiedel says. "I can understand their decision." So she and Anderson must seek shelter elsewhere, preferably in a building where they can protect themselves by buying their space. Several times a week, Fiedel and her friend Judy Haberl visit rundown manufacturing buildings, abandoned schools, and other possibilities for the kind of big, open, living and working spaces they need. Haberl and her husband, Gerry Bergstein, are also painters, and, like Anderson and Fiedel, are represented by the Stux Gallery, which handles a group of artists who have been friends since their days at Boston's Museum School. Another member of the group is Ralph Helmick, the sculptor best known for the Arthur Fiedler Memorial on the Esplanade; Helmick also wants a share of whatever building his friends buy. Helmick's wife, Nan Niland, is a dentist. "When Realtors think we're a bunch of flaky artists," says Fiedel, "we have to keep bringing up Nan's 'real' job."

Like many Boston artists, Fiedel is alarmed by the escalating real estate crisis. Artists need big spaces to accommodate the 10-foot paintings many of them are doing nowadays,

and they need spaces where they can both live and work, which usually means a zoning variance. "We're not asking for a handout," Fiedel says. "We just want to buy a building — but there aren't any suitable ones for sale. Developers are totally focused on one-bedroom condominiums."

Fiedel has searched the grubbiest areas of Greater Boston but isn't eager to extend the hunt to more remote areas. "If I have to go look in places as far out as Lowell or Framingham, why not just look in Brooklyn?" That is exactly how another pair of Boston artists, Alex and Allyson Grey, felt when they lost their Boston lease and moved to Brooklyn last year. "We also felt that we never wanted to say, 'If we'd only lived in New York, things might have taken off for us,'" says Alex Grey, a longtime friend of Anderson's. The disadvantage of New York, Grey adds, is "you lose all your contacts. You basically become anonymous again."

"As far as making my work is concerned, New York is not necessary," Anderson insists. Not for him the late nights in cafes talking about art with other painters, or the schmoozing

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years, Linda and Stefan Stux have had a scheme for opening a New York operation that would focus on Boston artists. The Stuxes figure they need backing of more than \$1 million for the project. At the moment, all they have is their own boundless enthusiasm — and Anderson, who, Stefan Stux says, is “supporting the gallery now.” Every time an Anderson painting goes for \$5000, the gallery gets the usual 50 percent cut.

Anderson warns that “The Stuxes will have to go to New York *fast*,” if they’re to represent him there. Meanwhile, the Stuxes and Phyllis Kind will come to a temporary business arrangement about sharing the wealth Anderson generates. Kind says she’s interested in showing some other Boston artists as well.

Kind’s own success as a Chicago dealer who opened a second gallery in New York 10 years ago might serve as a model to the Stuxes or any other gallery owners contemplating a move to Manhattan. Kind brought to New York a group of Chicago painters — Ed Paschke, Roger Brown, and Jim Nutt among them — dubbed

the Chicago Imagists. It’s a label Kind dislikes, because it glosses over the considerable differences among the artists. But she acknowledges that the label — coined when the artists were shown together in the US Pavilion in the Sao Paulo, Brazil, *Biennale* in 1973 — was, in the beginning, a convenient handle for press and public.

Chicago has its Imagists; California has what Lighthill calls *Dude Ranch Dada* (she defines it as a concern with bright light, the environment, and the flash of Hollywood), and Boston has a bunch of good young artists who, for better or worse, haven’t been lumped together under any descriptive umbrella. It simply isn’t possible to look at Anderson as part of a particular school. He likes it that way: “I don’t work well with other people, or in the kind of atmosphere where there’s lots of discussion and give and take. I don’t really need that kind of thing.”

But such groups can offer “something to react against,” Amy Lighthill says. “The more agitation, the better! There’s too little friction here; the critical atmosphere is mushy.”

at the openings many New York dealers urge their artists to attend in order to make contacts. "As for selling the work, though, New York is necessary," Anderson goes on. But, he says, "I'm not interested in starting from the bottom all over again by moving to New York. I don't want to go to New York and clean houses. As far as the market stuff goes, I'm starting to do okay in New York. So far, I'm not handicapped by living here. New York isn't a trial-by-fire for me. The trial is in my own brain. Some people go there to make or break themselves. I have that kind of drama going on within myself."

"Housing," is Doug Anderson's instant response to the question of what would make it easier to be an artist in Boston. That's what he has told everybody from William Koch to the Boston Redevelopment Authority, but to no avail — yet. The Fort Point Artists Community, under the direction of a former city planner named Jero Nesson, has bought and renovated an A Street manufacturing building that is now artist-owned. The building serves as a beacon to the hundreds of Boston artists who still don't have secure, permanent spaces.

Real estate aside — and it's so pressing an issue it can't be pushed aside for long — Anderson says things are looking up for young artists in Boston. Take the case of Alfonse Borysewicz. A couple of years ago, as a young Boston painter fresh out of the Museum School, Borysewicz exhibited at the Basement Gallery at its former, dingy Kingston Street location, and then in quick succession at the ICA, the Stavridis Gallery on Newbury Street, and in last summer's Museum of Fine Arts show, *Emerging Massachusetts Painters*. Then there's Adam Cvijanovic, a 24-year-old whose work has been reviewed in the *New York Times* and bought by the Metropolitan Museum of Art and the MFA.

This sort of rapid rise would have been unthinkable in Boston only a few years ago. It was unthinkable in New York, too, until the relatively recent phenomenon of artist as media hero. The Abstract Expressionists were hardly cultural icons during their heyday in New York in the 1940s and '50s; only in the '60s, when Pop Art became as much a part of the general scene as miniskirts were, did art stars begin to claim space in the gossip columns of *America*. Lighthill thinks that it might be difficult for today's artists, who succeed so young and so easily, to flourish after the initial fuss is over. But she puts Anderson in a different category: "Having been hungry and having no success for several years has given Doug a level head."

There are other signs of improvement in the Boston artist's lot. Twenty years ago, only a handful of Boston galleries were exhibiting contemporary work, and it wasn't necessarily work made in Boston. Now Newbury Street is lined with galleries promoting local artists. The Institute of Contemporary Art, the Hayden Gallery at MIT, and the Rose Art Museum at Brandeis have emerged as strong advocates of Boston painting and sculpture. A group of collectors and socialites calling themselves The Friends of Boston Art have sponsored the ICA's annual *Boston: Now* shows since 1981. The MFA has recognized Boston art by hiring Lighthill, whose mission is, in part, to pay attention to the Boston scene.

Several significant alternative exhibition spaces have cropped up recently, in locations where directors don't have to pay Newbury Street rents and can thus afford to exhibit art that probably won't sell, because it's either



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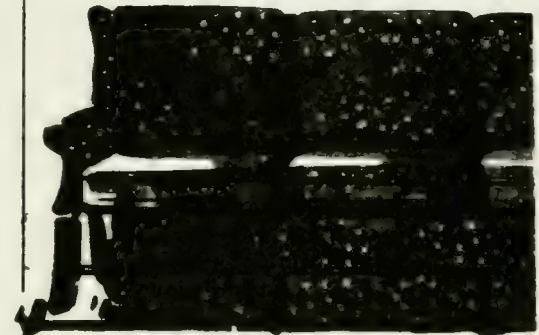
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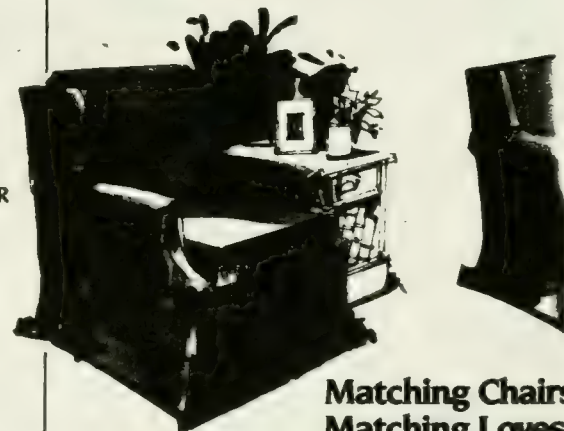
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The thick gray sock drops onto the pavement from the fourth-story window. Inside the sock is the key to Doug Anderson's and Gina Fiedel's studio-residence. There isn't any bell system in the old manufacturing building in the leather district; hence the substitute, reminiscent of Rapunzel letting down her hair.

Anderson is worried about a request to watch him paint. "It makes painting feel artificial, like putting on a show," he protests. "And what if I don't do anything that day? Sometimes I just sit and look at the painting for a whole afternoon."

That's not what he does on this particular afternoon. He daubs intently at a canvas, surrounded by several paintings drying on stilt-like boxes. He used to place the paintings directly on the floor to dry, but they'd get clotted with hair from the two resident cats, Kumquat and Vapor, who liked to roll around in the wet paint. In the corner of Anderson's studio is a makeshift kitchen, complete with a turquoise Formica-topped table. Fiedel's studio is in the next — and only other — room, which doubles as sleeping and entertaining space and was also the site of the couple's marriage last May. "The wedding was a secret," Fiedel says. "We kept being afraid the Stuxes would call and want to bring over a collector during the ceremony," which was performed by Fiedel's sister-in-law. The honeymoon, a visit to West Coast relatives, was delayed for a couple of months; both Fiedel and Anderson were too busy preparing for shows to leave their studios.

Fiedel, who is two years younger than her husband, insists she doesn't feel in competition with him. "Doug is my best friend. He's been painting seriously much longer than I have. I used to be sad that people thought I was in his shadow. I'm really proud of him. He deserves everything he's gotten." She acknowledges that it has been difficult for her when collectors have made appointments to visit the studio and see Anderson's work, but they haven't bothered looking at hers. "That hasn't happened in the last year, though," she says, adding proudly that her sales are up and that she's been promised a solo show at Stux next season.

Anderson lays his canvases on the floor so he can blend a higher ratio of varnish into his pigment, which gives his paintings their characteristic enamel-shiny surfaces. But the large amount of varnish means the paint is so liquid that it would drip down the canvas if the painting were placed upright. Putting the painting on the floor is also "a way of emphasizing that I'm working on a physical object, not a spatial illusion," he says. "It's not a window onto the world; it's an object."

Painting on the floor also results in some interesting choreography. Anderson crouches close to the canvas; then, to see it from a distance, he climbs on a ladder and leans forward, holding onto a sprinkler pipe, looking like a ship's figure-head tilting into the wind. Anderson repeats the routine "about a hundred times a day."

It usually takes him a couple of weeks to make a painting. Sometimes he works on one painting exclusively for three days; sometimes he works on three in one day. "Occasionally, I get really upset when I finally put it up on the wall. But a little lack of control is good."

"I'm trying to paint a Chinese junk — from memory," he explains as he hunches over his canvas. Memory fails, and Anderson consults the big black notebook he fills with the images that crowd his mind. He struggles to explain his work; he isn't used to talking about it. "Doug has less to say about his painting than just about any other artist," says Lighthill, mentioning other paint-

7/18

ers whose spiels include all the right art historical, literary, and critical references. "He's not going to sell you on his work. I admire that."

It is, however, possible to draw Anderson out on the topic of his controversial imagery. Does he feel responsible for it? He laughs: "I was a visiting artist at Yale recently, and that's what all the students there asked me. The answer is no, I can't be responsible for it. It's just there." In a way, his reportorial attitude echoes the current attitude of some museums and galleries that are squeamish about passing judgment on new art, choosing merely to reflect what's happening and leaving the evaluations to posterity.

"The images in my paintings come from everywhere," Anderson explains. "I do a lot of drawing in my notebook. There's such a low commitment there that a lot of surprising things come out. I take from cartoons, memories, desires. A lot of the art I like is completely enigmatic to me." He offers, as an example, the intricate figure paintings of his friend Alex Grey, so detailed they might be illustrations for anatomical textbooks. "Alex's work is so labor-intensive I can't imagine the

state of mind you have to be in to do it. I value that 'otherness.' It's like thinking of a carnival geek biting off the head of a live chicken. I can't imagine doing that, either, and because I can't understand it, I'm fascinated.

"My paintings are communications to myself. In the past, I wrote journals about them to try to understand them. They are 'other' to me. In a way, I'm not trying to express myself. I'm trying to work directly from an idea. Whenever I've done a painting where this means this, and so forth, it's always been a flop. Some of my paintings remind me of propaganda or advertising, with flashy colors and gestures that actually mean little or nothing."

Some of his imagery comes from films. He once sold popcorn at the Coolidge Corner moviehouse, where he saw vintage movies night after night. James Donnelly, who exhibited Anderson's work in his Fort Point Channel area gallery in the late 1970s, and who now works at the New Museum of Contemporary Art in Soho, sees a connection between Anderson's paintings and films by Alfred Hitchcock and Jean Cocteau. Such attempts to pin his work down make Anderson

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squirm. Finally, he acknowledges that yes, there is some influence from film.

Anderson says he doesn't plot out his paintings ahead of time. The images are spontaneous, and "open enough to survive meaning. The biggest thrill I get is making a painting and two months later seeing some connection between my art and world politics." An example of such a coincidence is in "Lovers Will Contrast Their Emotions in Times of Crisis," the Anderson bought by the MFA. "In part of that painting I was thinking about when I was a 5-year-old kid and my next door neighbor was getting off the school bus. She lifted her dress up; she was wearing pink polka-dot underwear. Then I thought about Marilyn Monroe in the famous scene in *The Seven Year Itch*, where she walks over the sidewalk grate and her dress blows up. Then I thought of bikinis. I had this sensation of a connection between the dresses going up, bikinis, and nuclear holocaust. Then I made the painting, which had to do with a woman with a dress over her head and some men who had X-ray eyes that were looking through the dress; across the top were a bunch of irradiated

figures, like remnants of nuclear war." Long after the painting was finished, Anderson happened to look up "bikini" in his dictionary and found it referred both to the skimpy bathing suit and to the atoll that was the site of atomic bomb experiments. For him, that definition confirmed the connection between the mushroom cloud and dresses flying up. He cautions that the bikini-bomb "was only one little part of that painting. I could talk for several hours about all the ideas that went into it."

The images Anderson carries around in his head are bizarre, but the facts of his biography are anything but. He's an art-world Walter Mitty — gray exterior masking a technicolor inner life. Douglas Keith Anderson was born and raised in Manlius, a town in central New York State. His father is a financial consultant for General Electric; his mother, who became interested in art through her son, is now a docent at the Everson Museum in Syracuse. "My mother is great," Anderson says. "Also naive. When I had my show with Phyllis Kind, she just went up and introduced herself to

Phyllis. I couldn't believe it. I'm more nervous in those situations. I hate approaching anybody about anything.

"I've always made art," Anderson continues. "I was pretty bad academically. For most of my life I've been primarily concerned with making images. Friends and teachers would come up and say, 'So, you want to be an artist,' and I'd cringe. I thought what I was drawing I could become. I was like a little kid who draws a picture of a race car. He's not really trying to draw the car as much as put himself into the car. The drawing is a projection screen for his desires and fantasies. That's what art is for me.

"I never used to think of myself as an 'artist.' I didn't go to museums much. I'd get thrown off track by too many outside influences; I could get seduced by Picasso. So many artists feed off other art. That doesn't work for me."

After high school, he went to the Rochester Institute of Technology, whose campus was full of "new brick buildings, like one of those all-new African cities they plant in the middle of nowhere." His collegiate art was "definitely 'outsider' stuff."

Continued on page 48

Artists

CONTINUED FROM PAGE 44

It's all at my parents' house. It's precious, romantic, mystical."

After less than a year at Rochester, Anderson moved to New York City because some of his high school friends were there, at Cooper Union. He tried to transfer into Cooper Union but wasn't accepted, so he signed on at Boston's Museum School. "It seemed like the next best thing to Cooper Union at the time. Now it seems like the *very* best thing." At the School, "I started making hundreds of de Koonings. I got the colors out of porno magazines. There's a similarity [between de Kooning and porn magazines] in the violence, fleshiness, and garishness. I was unconsciously adding a Pop mentality to his [de Kooning's] work."

The Museum School students who became Anderson's friends went on to become some of the brightest lights on the Boston art scene: Ralph Helmick, Joel Beck, Gerry Bergstein, Judy Haberl, Alex and Allyson Grey, Susan Morrison and Gina Fiedel. As for teachers, Anderson says Museum School instructor Natalie Alper, a well-known Boston painter, was particularly helpful. "She created an atmosphere where you could do what you wanted. I didn't even know what her paintings looked like. That was good. Art stu-

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deats are so insecure they'll
latch onto anything."

Anderson and his Museum School friends showed at an out-of-the-way space, the now-defunct Flag Gallery in Jamaica Plain. Then some of them moved on to James Donnelly's gallery, which became the Stux-Donnelly Gallery, which ultimately became the Stux Gallery when Donnelly moved to New York.

In 1979, the year of his graduation from the Museum School, Anderson stopped using acrylic paints and switched to oils. "Acrylics were real ugly surfaces. There's a raincoat quality to them after they get built up. They're airless. I felt I was painting myself into a cor-

ner, becoming more and more minimal, so I just stopped."

The magic name of Julian Schnabel comes up. "In 1979, I flipped over his work," Anderson says. "That earth-shattering success and fame has meant that there's all this junk surrounding the art now [including a breathless reference in a recent *Village Voice* column to a woman "who used to be Julian Schnabel's plate breaker"]. It gets in the way of my seeing it. It probably gets in the way of his making it."

"With him, you're talking about making a million a year. With me, well, I could have just sold my last painting ever. I'm still not sure Boston can sup-

port a very successful — financially successful — artist. All my money gets turned back into my art. I don't do anything except paint. People tell me I've made it. It's not true. I'm somewhat well-known in Boston. That's all." There are older successful artists in Boston, Anderson says, but he's not particularly aware of them; they're not role models for him. "I just make it up as I go along," he says of his career in Boston. "It's a very unglamorous life. I feel like I've got a chain around my neck, but the thing to do is work through it."

Yes, he says, he wants to establish a reputation. "It's important for money. Money equals freedom." But he says

he'd never tinker with his painting style merely to sell work. "I think very long-term. I'm not out to make a few thousand quick dollars with a few quick paintings. I'm ambitious for my paintings. I'll never stop my work. But the attention may wane."

Anderson's idealism seems almost quaint in an era that glorifies the fast and the new in art. Consider the recent *New York Times Magazine* cover story on Jean Michel Basquiat, a 24-year-old high school dropout, self-confessed acid-dropper and graffiti artist whose works sell for \$10,000 to \$25,000 at the Mary Boone Gallery, and who sounds peeved that works by David Salle or Julian Schna-

bel fetch twice as much.

Why does an Anderson work sell for \$5000 and a Schnabel for 10 times more? Phyllis Kind says that "At the beginning [of the artist-dealer relationship], pricing is totally arbitrary. In one sense, art isn't worth a penny. In another sense, a million dollars isn't enough. You place the prices where you can, and then you see what happens."

Anderson says that when times were tougher, he would throw out paintings because he needed their wooden stretchers to make more paintings. "I'm just thrilled," he says, "that I'm able to support my art and not have to worry about money for supplies anymore." •

Rose stalled, but Brown and Pappas making moves

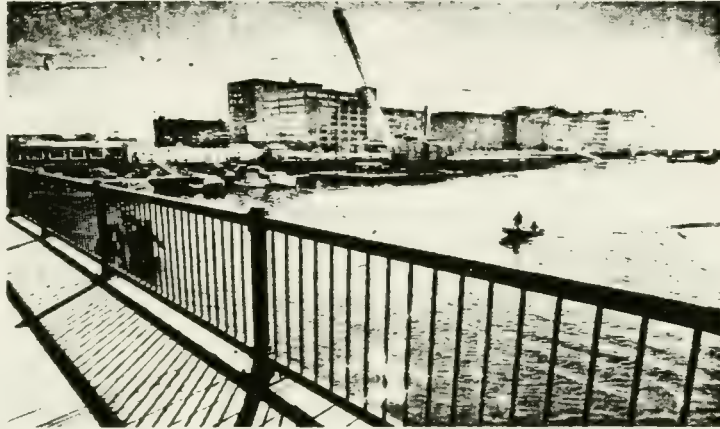
All's not quiet on the (South) eastern front

by Sue Reinert
Journal Staff

1350
The Boston development frontier is moving eastward, but not smoothly. While New York developer Daniel Rose and his Boston Wharf Co. have been stalled by the Boston Redevelopment Authority (BRA) on the banks of Fort Point Channel for two years now, and face more hurdles under the BRA's newly unveiled waterfront plan, other entrepreneurs are opening up an area a half mile away, where—they say—the rents are low and the parking is easy.

The new eastern front is at Summer and D Streets, near the Boston Marine Industrial Park. On Summer Street, the Pappas Co. is spending \$6 million to \$7 million to renovate an old, eight-story wool factory that has been vacant for 20 years, according to Jim Pappas, president of Pappas Management Co., a division of Pappas Co. The Boston headquarters for the Pappas family interests is across the street from the building under renovation. Around the corner on D Street, super-landlord Harold Brown has purchased another old industrial building, which he is renting to light industry and office tenants. Brown says that the neighborhood is no farther away from One Financial Center, at Dewey Square, than is Fort Hill, considered a prime development location. "It's my belief that Fort Hill will be secondary to Summer Street," Brown said. And he added that he is looking for more property in the area.

"I don't think an extra half mile on Summer Street makes a damn bit of difference," Pappas said last week. "Two or three things make this a good situation. There's light and air and structured parking. The floor sizes [24,000 square feet per floor] are excellent for a large user. Why would anyone go to Boston or Cambridge? We have as much if not more to offer them than Cambridge or a Route 128 location. And our price is below \$20 [per square foot]." Pappas said that the



The view from Northern Ave. toward Congress St., where developer Dan Rose owns 70 buildings and 33 acres whose redevelopment is stalled in city hall.



The building at the corner of D and Summer Streets that the Pappas Company is spending more than \$6 million to renovate into 'first-class office space.'

photos by Flint Born

"first-class office space" he plans to construct will be rented for \$18.50 to \$20 per square foot. Brown said he is renting industrial space for \$3 to \$3.50 per square foot, and office space for \$10 per square foot.

To remedy a lack of restaurants in the area, Pappas said the ground floor of his building will house a full-service restaurant and cafeteria, which will be open to the public unless it is leased by a tenant. "The whole area, particularly with the design center [a development planned by the Boston Marine Industrial Park], will bring in more people," Pap-

pas said. He said he plans to begin moving in tenants by next June.

In contrast to Rose's problems with the BRA, Pappas has been able to move quickly. In fact, the Pappas renovation is so far outside the BRA's downtown focus that the planning agency did not even know about it. 38

Meanwhile, Rose's plans to develop his Fort Point Channel holdings between Congress Street and Northern Avenue—70 buildings and about 33 acres of land—have not received BRA approval because of unresolved issues that the agency says have been under discussion at least since February. In addition, the BRA announced a new waterfront plan last week that puts the Boston Wharf land in an unprecedented "overlay" zoning district. Under the zoning proposal, all development plans in the district must receive a special permit from

'Why would anyone go to downtown Boston or Cambridge?' asked Jim Pappas. 'We have as much or more to offer. And our price is below \$20 per square foot.'

the city's Board of Appeal, and undergo review by a 15-member citizens' advisory board. The BRA intends to use the special district as a temporary control on development, until permanent zoning changes are adopted in 12 to 15 months. According to BRA planner Larry Koff, the unresolved issues that are already holding up the Rose development include:

- Boston Wharf's desire to tear down three handsome old buildings to build a parking garage on Farnsworth Street. Former BRA director Robert Ryan didn't approve that "because he didn't want to get his head torn off by the Boston Globe," said Koff.

- The BRA's desire for pedestrian and traffic access from the private streets in Rose's domain to the "new" Northern Avenue, a re-aligned street and bridge that has been planned for years.

- The BRA's demand that Rose eliminate a buffer strip between his buildings and the new Northern Avenue. "We want the buildings to come out to the street," said Koff. "We don't want to see some suburban mall with landscaping."

- The BRA's concern for artists who have or will be displaced by Rose's developments. Rose plans to rehabilitate the buildings for office use and luxury housing units.

Koff said the BRA "believes" that the agency and Boston Wharf have agreed on a change to the parking garage plans that would result in only one building being demolished and would give the developer 320 parking spaces instead of the 400 originally planned. Robert Kenney, general manager of Boston Wharf, also said a compromise had been reached, but he would not specify the terms. (Kenney is the cousin of the Robert Kenney who once was head of the BRA.)

As for the issues of the private streets and the buffer strip, Kenney said they were "recent" and that Boston Wharf was still "reviewing" them. The company has "made overtures" to the displaced artists, he said, but the artists haven't accepted them so far.

Boston Wharf, which includes Rose as well as Town and Country Properties, a British company, did renovate one building on the channel on Congress Street near the Children's Museum. But the developer's next step—rehabilitating a building on the north end of Farnsworth Street into 80 apartments—has been stalled because of the outstanding issues, according to Koff. Koff said he had not heard from the developer for the past two months, despite public statements from Rose that he is eager to proceed.

Kenney said officials of the company had been in touch with "higher echelons" of the BRA twice in the past five weeks. "We don't feel good about it [the delay]," he said. "Obviously we'd like the matter to be resolved." But, said Kenney, Boston Wharf can wait. "We own the property." □

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A couple of weeks ago the Journal mentioned a new publication, Real Estate Finance, a quarterly published by Federal Research Press. For those interested we mentioned an 800 number to call. We've been getting calls that the number is unreachable from the Boston area. No wonder. Federal Research Press is located at 65 Franklin st., Boston. The phone number is 423-0978. When you call, please tell them you read about the firm in the Journal.

Daniel Rose, developer of One Financial Center and owner of the Boston Wharf Co. in Boston, told a recent meeting of the C/I/I Council of the G.B.R.E.B. that developers must have a long range point of view when acquiring property. He purchased the site for the former building 15 years ago. Among the lessons he learned from the project are that you need a first rate professional as a leasing agent. He lauded Lawrence Bianchi, president of the Codman Co. in that respect. It took 49 days to sign the lead tenant to 100,000 sq. ft. Patience was another lesson. And keeping abreast of the state of the art is essential. Rose described One Financial Center as an electronically smart building. He revealed his plans for the Boston Wharf sites include housing, offices, parking, stores and a park, and said it was a "truly exciting opportunity." The plans are gathering dust at the Boston Redevelopment Authority, however. Robert Danziger, president of Northland Investment, will speak at the Nov. 1 meeting.

The New England Council will honor Boston Celtics president and general manager Red Auerbach as its New Englander of 1984 at its annual conference Nov. 14 at the Marriott Hotel Copley Place.

Rehabilitation of Fort Point Channel area

Investors discover older buildings,
convert to office, commercial spaces

By Anthony J. Yudis
Globe Staff

While grandiose building plans are on the drawing boards for much of the vacant land near Boston's Fort Point Channel, some of the area's existing warehouses and older industrial buildings already have been discovered by real estate investors.

Developers have been buying single buildings and converting them into office space, in effect extending the office market from the financial district to the South Boston side of the channel.

The trend toward rehabilitation indicates that streets such as Congress and Summer, with their six- to eight-story buildings, will not change in appearance. Rehabilitation, not demolition, has been contemplated by the buyers, many of whom are keeping the buildings' old brick and beam interiors.

Northland Investment Corp. of Newton made the most recent, and largest, purchase earlier this year: it paid \$5.7 million for two adjacent eight-story brick buildings built in 1890 at 254-260 Summer st. Broker Henrietta McNiff of The McNiff Co. of Boston negotiated the deal.

One of the buildings, purchased in partnership with Lazard Realty Inc. of New York City, a division of the investment banking firm of Lazard Freres, overlooks the channel and houses Weylu's Wharf Restaurant on the first floor.

Connecting buildings

"We are going to connect both buildings," said Robert Danziger, president of Northland, "and make it into one office address, and we intend to gut the existing interiors and build new first-class space."

The central lobby will be at 260 Summer st.

"By combining the two buildings," Danziger said, "we will be able to get floor areas of over 11,000 square feet."

"We will be asking from \$22 to \$24 per square foot for the new space when we open next September," he added.

The tenants in the buildings are scheduled to move, and new tenants will be sought. The restaurant will stay, said Danziger, but some changes to the entrance are being explored.

To redesign interiors

Schwartz/Silver Architects of Boston has been commissioned to redesign the buildings' interiors. Danziger estimates rehabilitation costs at \$6.5 million.

Northland has named Spaulding & Slye Co. of Burlington as its broker. Danziger recognized the potential of the Boston waterfront two years ago when he purchased an old brick building at 400 Atlantic av., adjacent to the planned site of the multimillion-dollar Rowes/Fosters Wharves development. He has since renovated the building into office space and, in cooperation with the Boston Rede-

Rehabilitation of Fort Point Channel area

velopment Authority, built a public pedestrian walkway along the waterfront in front of his building.

Most of the Fort Point Channel properties were built as wool warehouses around the turn of the century, but when the wool industry died, the buildings were converted to various uses, including office and industrial activities.

Other buildings built just before the turn of the century that have renovations either under way or recently completed include:

- 268 Summer st., owned by Summer Street 80 Trust, an eight-story structure with 67,000 square feet of space and renting now at \$17 to \$18 per square foot.

- 274 Summer st., owned by Greyhawk Partners, Inc. of Stamford, Ct., a limited partnership group. The eight-story structure houses 72,000 square feet of space. Brokers are Spaulding & Slye; rents are about \$18.50 per square-foot.

- 313 Congress st., owned by Hamlen Collier Co., which has rehabilitated several buildings in the financial district and near North Station. The six-story structure has 72,000 square feet of space that is renting at from \$16.75 to \$18.50 per square-foot.

- 320 Congress st., owned by Makram Awdeh, is a four-story structure where an additional floor is being added. The building has been fully leased to NYNEX.

- 330 Congress st., owned by the Shooshanian Engineering Company of Boston which uses part of the building for its own headquarters. The six-story structure has about 40,000 square feet renting now for about \$17 per square foot.

- 332 Congress st., owned by Boston Wharf Co., six stories with 32,000 square feet of space renting for \$16 per square foot.

- 347 Congress st., owned by Congress Street Trust, a seven-story structure with 87,500 square feet of space and renting for \$15 per square foot; R.M. Bradley Co. of Boston is broker. Last week Bradley broker Spencer Macalaster leased 3034 square feet to IDA, which markets the Beckerman Kitchen Systems in New England and Southern California. IDA moved from Malden to be closer to architectural firms, with which it works, according to company president R. M. Presti.

- 51 Sleeper st., an eight-story building owned by Stone & Webster. The engineering firm had purchased the building for its own use, but is now leasing space to other tenants. The building has 156,000 square feet of space renting for \$22 to \$24 per square foot. Broker is Meredith & Grew of Boston. The building's brick exterior has been stripped and replaced with a glass facade.

- 15 and 33 Sleeper st., two buildings that are part of the Boston Wharf Co. properties owned by Rose Associates of New York City and British interests. The properties were recycled and converted into 88 units of luxury condominiums called Dockside Place.

Julien J. Studley, a Boston commercial brokerage firm, estimates that \$40 million has been invested in rehabilitation in the area.

Danger of overbuilding

"One must be concerned about overbuilding in that marketplace," said John B. Mannix, a Studley broker.

Mannix predicted that investors will be in "fierce competition" for tenants but that in the long term, "the area will show great appreciation." The increasing rents for new buildings in the

financial district will help the Fort Point Channel area, where rentals would be lower, he indicated.

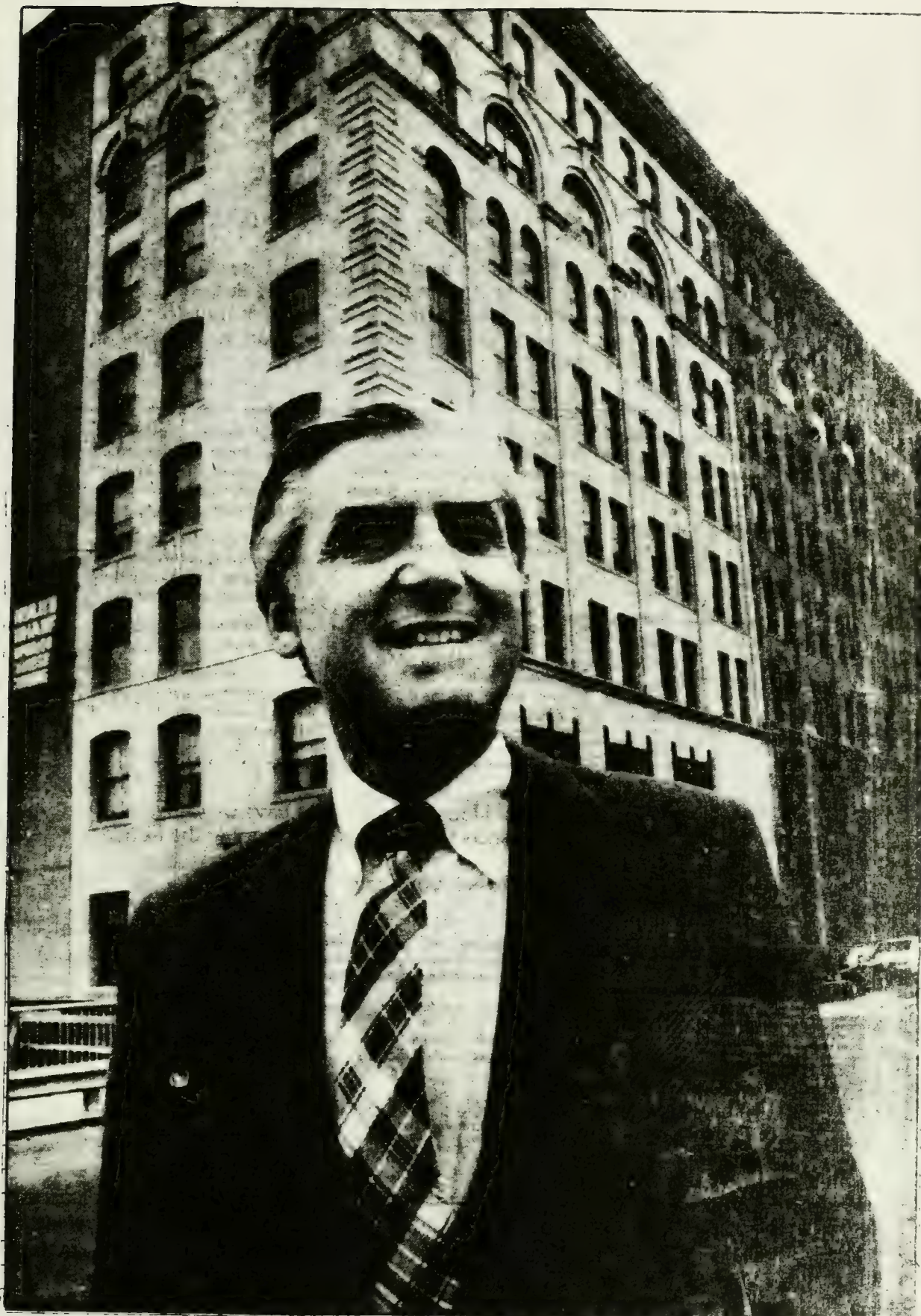
However, the area needs more maturity before it can become a major office center, Mannix said.

"Until retail, restaurant, public transportation and office support facilities catch up with office development in the area, attracting sizable first class tenants will be a difficult and extremely competitive task," he said.

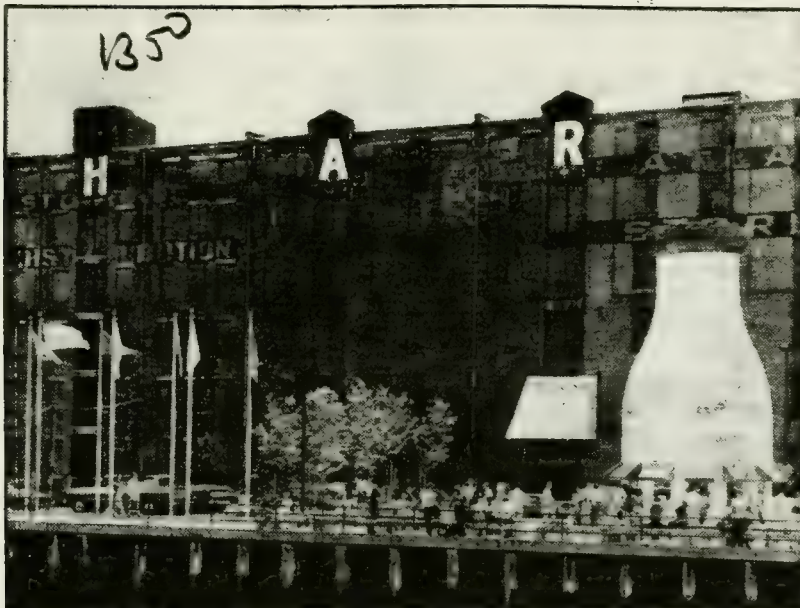
The rehab under way could be only the tip of the iceberg if Rose Associates of New York City and its British partners get the city's go-ahead to start work on its Boston Wharf Co. properties that consists of about 33 acres of vacant land and 70 buildings. Rose recently told a Boston real estate luncheon he is anxious to begin major retail, office, residential and parks projects through rehabilitation and new construction.

And, of course, the program envisioned for new construction by several owners of large tracts of vacant land such as the piers near the Pier Four Restaurant and the former Penn Central railroad yard would mean hundreds of millions of dollars of additional investment in the Fort Point Channel area.

For at least one of these proposals, the \$400-million Hyatt hotel and condominium complex, the development planning process is expected to begin soon. The BRA is assembling an advisory committee of civic and neighborhood representatives to help developers and architects plan the project.



Robert Danziger, head of Northland Investment Coop. Newton, in front of two buildings at 251 and 260 Summer st. in the Fort Point Channel area for which he plans a \$6.5-million rehabilitation. Globe 7/1/70



Children's Wharf.

Fort Point facts

Most people's perception of Fort Point Channel has changed little. It's Over There—you may take tourist friends to the Tea Party ship, or your kids to the Children's Museum, or yourself and a friend to Anthony's Pier 4 (if you're privileged enough to afford the prices), but it's been years since you've even bothered to look around the place.

Developers have, though, and for at least two years they've known that it's The Place To Be. They look at the old brick warehouses and see rehabbed gold; they look at empty parking lots and envision splendid new speculative structures. 100 underused acres are sitting at the edge of Downtown, waiting to be filled in.

Felicia Clark's point of view is different. She belongs to neither of the above groups—she's an urban planner, and since 1982 she's been studying how the different trends converging at Fort Point can be directed for long-term public benefit. Specifically, she's been figuring out the best way to take advantage of the fact that \$2,500,000,000 (that's billion) worth of public works construction is underway or on the drawing boards, from a Combined Sewer Overflow plant to a new Northern Avenue Bridge and a proposed Third Harbor Tunnel.

"All we're saying is that if you dig land up, it should be put back *right*," says Clark, who works with her architect husband Todd Lee in a building on State Street with a view of the mouth of the channel. "The plan is dealing with nothing but public property—it involves no private property. These are just concepts... it's a community show to get people thinking."

The show she's referring to is a slide presentation on what the channel looks like now, what is going to take place, and what might be done. The ideas are really nothing more than common sense: open up the channel to public access, landscape the upturned areas and then connect them, and make the channel welcome to small boats and lobster fishermen. "The channel is the 'safe hole' in Boston Harbor—that's where the boats head when a storm comes up," Clark explains. "Let's really think it through. Why not make this a place for the lobster fishermen, and take advantage of what nature's given us?"

SEP 23 1984

NEW ENGLAND NEWSCLIP

BOSTON LEDGER
BROOKLINE, MA
W. 31,000

Why not? Because we're in Massachusetts. Close to 20 projects are underway in the area or planned, and Clark estimates that 12 different state agencies are involved. That means a welter of conflicting aims, plans, red tape and indifference. Clark initiated this study herself, and went to the Chamber of Commerce to get enough funding to do the research and put together the show; finding out what was going on required dozens of phone calls and agency visits—in fact, word of two projects surfaced only after the show was completed. No one had paid any attention to what was going on around them.

Business as usual, in other words; but what's taking place around Fort Point Channel is a remarkably *unusual* opportunity. "The area is incredibly significant, in a geographic sense, to downtown Boston. It is potentially a 'Garden City,' a 'Newtown'—whatever you want it to be. This is 100 acres next to downtown—and you're going to have construction there *anyway*," Clark points out. "The development community knows all about it, but people don't realize there are two miles of waterfront there."

So far, all that Clark has done is show the slides to interested parties. The "plan" remains a collection of concepts and goals, but it has found plenty of support from, among others, the Archdiocese of Boston, the Chamber, the Convention and Tourist Bureau, the Environmental Protection Agency and the Boston Redevelopment Authority; the fact that it has no need for eminent domain has helped its reception from the private sector—the plan is comprehensive but realistic. The support of the BRA is critical, since *someone* must take the lead in getting agencies to march together, and the Harbor study that new BRA head Stephen Coyle has initiated dovetails perfectly into Clark's studies.

The next steps? Begin shaping theories into specifics, and figure out a legal framework so that all parts of the work will fall into place. And move quickly. "The plan has got to be done now because every agency has a different time schedule," says Clark. "We have to move fast to make everything fit together."

—J.K.

NEW ENGLAND NEWSCLIP

BOSTON GLOBE
BOSTON, MA
p. 302-320DANIEL ROSE
At One Financial Center

Big plans bared for Ft. Point district

By Anthony J. Yudis
Globe Staff

Daniel Rose, one of New York City's top developers and property owners, told Boston Realtors yesterday that his company will recycle about 33 acres of land and buildings it owns in the Fort Point Channel area into an enclave of housing, office space, parks, parking and retail uses as soon as permission is granted by the Boston Redevelopment Authority (BRA).

Rose, president of Rose Associates, has for the past 15 years owned, with British partners, the old Boston Wharf Co. properties between Northern avenue and Melcher street in the Fort Point Channel area.

He told the members of the Commercial, Industrial and Investment Council of the Greater Boston Real Estate Board that his plans "are no deep secret," and that these plans have been gathering dust at the BRA for some time now.

"I have always referred to the Boston Wharf Co. area as a sleep-

ing beauty waiting for the BRA to kiss it awake," Rose said.

He added that press reports alleging that an artist colony, which has occupied some of his buildings in the area for many years, would be evicted are "highly exaggerated."

"Let me state unequivocally that it always has been our policy. It is our policy, and will continue to be our policy to renew for many years to come leases (of the artists) at their current market rates with rent increases tied to a consumer price index."

Rose Associates also developed, with Metropolitan Life Insurance Co., the recently opened 45-story One Financial Center office tower in South Station. His company, he said, is planning "some exciting and attractive things" for the ground floor atrium space in the building and the plaza space outside which, he said, will draw people into the South Station area.

Rose also devoted a portion of his talk to criticism of rent control, calling it "harmful and destructive," a policy that "hurts everyone" and "intensifies the very problem (housing shortage) it is intended to cure."

He urged Realtors to "shout from the roof tops" their opposition to proposed rent control ordinances planned for Boston. Joy Conway of the The Greater Boston Real Estate Board's governmental affairs department announced at the luncheon that the board is planning a major lobbying effort to prevent the rent control ordinance being pushed by Mayor Raymond Flynn from becoming law.

IAN MENZIES

Endangered artist colony at Fort Point

It may well be the most densely concentrated art colony in the eastern United States, and it lies just across Fort Point channel from downtown Boston.

The area is one of rutted streets, old granite and red-brick warehouses and noisy 18-wheelers, but it is also live-work space for 250 artists with studios, large and small, neat and shabby, in 28 mixed-use buildings.

Boston should be proud that it has such an active art colony. It enhances the city, as SoHo does New York, adds to its style and cultural-cosmopolitan ambience.

But of the 250 artists who make up the Fort Point Arts Community, 210 are at risk of losing their space — perhaps tomorrow, perhaps six months or a year from now.

Artists, notoriously short of worldly goods, invariably have difficulty finding affordable live-work spaces. Amazingly, however, they find such places, but ironically, by their very presence, upgrade them.

What follows is predictable. Landlords, who have only rented out unimproved space, find their property now fashionable. So they improve it for a fast profit or sell to a developer.

But first they must get rid of the artists. Easy. They raise the rent above the means of the artist to pay. Fires also have driven out artists.

This pattern has been repeated time after time throughout the Boston area.

In the interests of the city, let alone the artists, it should stop.

And the crucial battle in Boston should be fought at Fort Point.

Why? Because this raw developable area behind Children's Museum is one of the last plannable treasures left in Boston.

Consequently it can become either a fitting continuum of what is best about the city — a vibrant mix of old and new, of jobs and homes, stores and parks — or an exclusionary colony of fortified condominiums.

That this area with its old brick-walled, wood-beamed warehouses, water views and

empty lots is immensely valuable goes without saying, as developers well know.

And for almost 15 years now men from New York and London have had a development lock on the Fort Point area.

Rose Associates of New York, and London-based partner, Town & Cities Ltd., through the Boston Wharf Company, own some 33 acres and 80 or so buildings in this tight little area.

The only publicly identifiable member of this group has been Daniel Rose, head of Rose Associates, developers of One Financial Place, the new 40-story building at South Station. Rose also developed the Keystone building.

So far the New York-London-owned Boston Wharf Company, with the ownership power to determine what this area may look like 20 years from now, has given no public clues about its plans, nor to overtures from the Fort Point Arts Community to purchase one of its many buildings.

Just last year Fort Point's artists, as an association, purchased a building, their first, at 249 A st., although not from the Wharf company. They have transformed the huge empty bays in the six-story building into 35 excellent studios.

Only ownership guarantees stability for artists. The Fort Point purchase, a cooperative effort, was made possible through the help of several city agencies, including the BRA and Neighborhood Development Agency, as well as several foundations.

The waiting list of artists eager to buy into a second building runs into the hundreds.

Jerro Nesson, director of the Fort Point artists' group, which will be holding a two-day open house next month, has approached the Wharf company about buying one of their 80-odd buildings, but has had no positive response.

It would seem that the developers, if they are interested in developing a truly new and dynamic Fort Point neighborhood, could afford to sell one of their buildings at the \$10- to \$11-a-square-foot price offered by the artists.

Surely Daniel Rose, a cultivated man and a patron of the arts, can see that by such a sale he will be helping not only the city's artists but also the ultimate marketing of his own development.

Local Artists' Community Making A "Last Stand" On Fort Point Frontier

In the urban planner's patois, they might be classified as first-phase gentrifiers—those artists who move into old mill buildings, and make them habitable, only to have their spacious, high-ceilinged units sold out from under them as luxury condominiums.

It is a continuing cycle in the nation's old industrial cities, perhaps most notably in New York City, where a section of Manhattan south of Houston Street (that came to be known as SoHo) was home to a large artists' community until it was discovered by those wealthier than artists and better able to meet the asking prices for the lofts.

Boston, too, has seen some of its once-neglected neighborhoods (the waterfront, for example) made livable by artists, who, in turn, were displaced by buyers of expensive condominiums.

But true to its rebellious spirit, Boston also has been the spawning ground for an artists' community determined to put down its stakes in a Boston neighborhood chock full of big old industrial buildings.

The group is called the Fort Point Arts Community, Inc., and the neighborhood it has set its sights on is a stretch of South Boston due east of the Fort Point Channel. The area is dense with large, brick-faced buildings that once were occupied by the city's premier industries. The buildings' tall windows, high ceilings, sturdy floors and freight elevators make the spaces within them particularly attractive to visual artists such as painters and sculptors.

It is just such a building—at 249-259 A Street—that 33 Fort Point artists have purchased and renovated and are now beginning to occupy as members of a co-operative, thus ensuring their long-term presence in this neighborhood.

"Fort Point is pretty much our last stand," Jero Nesson, a city planner retained by the Fort Point Arts Community as its executive director, said in a recent interview.

But unlike Custer, the artists on the Fort Point frontier are surviving and are even negotiating to purchase yet another South Boston building, which would be converted into 55 studios.

The artists are not new to the neighborhood, having leased studio and gallery space in several of the buildings since the mid-1970s. While only about 15 percent of the area buildings' usable space was vacant and available to the artists at that time, their presence was strongly felt, juxtaposed as they were with the industries that remain in the area.

Settled comfortably in South Boston and determined to avert the displacement they constantly fear, the artists decided in 1980 that they would organize themselves into their incorporated community and hire an executive director. Their efforts were supported by a \$27,000 grant from the National Endowment for the Arts.

It was a demonstration grant, Mr. Nesson explained, that was intended "to demonstrate that an artists' community can come up with a major development strategy." In a modest office rented on Summer Street, Mr. Nesson went to work on that strategy. The first break came in the fall of 1982.

"We got a call from Ryan, Elliott about a building on A Street," Mr. Nesson recalled. "It turned out to be ideally suited for artists' studios. There were windows on all sides, two stairwells, lots of open mill space. . . .

"We figured it could hold about 33 studios," Mr. Nesson continued. "We put an ad in our newsletter, and 33 brave artists came forward with \$1,000 each. It was a risk, but finding secure studio space is so difficult that they were willing to take that risk."

With the willing buyers' commitments, Mr. Nesson pressed ahead and applied for a zoning variance that would allow the artists

continued on page 4

Local Artists' Community Is Making A "Last Stand" On Fort Point Frontier

continued from page 1

to live in the studios. (The area is zoned for industrial use, not residential.) The application was snagged by the Boston Redevelopment Authority (BRA), whose treasurer, James Flaherty of South Boston, questioned the group's plans during the BRA's consideration of the request. A subsequent hearing by the city's Board of Appeal, which also considered the application, was attended by "a lot of the South Boston political leadership, and we were just blown out of the water," Mr. Nesson said.

Undeterred, the artists sought out the South Boston leaders, explained their plans in detail and enlisted their support. When the matter came up again before the Board of Appeal, it was approved. "It was a heart-breaking experience when we got shot down," Mr. Nesson conceded, "but with hindsight, it was probably the best thing that happened to us, because we got to know our South Boston neighbors."

In the search for financing for their \$1.5 million development project, the artists again encountered obstacles. Mr. Nesson first went looking for industrial revenue-

bond (IRB) financing. "I knocked on a lot of bank doors," he said. "No one was willing to do IRBs unless we were a Wang or a Digital."

When he knocked on the door of Mutual Bank last spring, the reception was more cordial. "They had given me a mortgage years ago when I bought [property] in the South End, so they knew who I was," he said. "And [Mutual Bank Vice President] Barry Queen knew the [Fort Point] area. He got us an answer in a week."

The answer turned out to be a go-ahead for a construction and acquisition loan for \$1.05 million. Another \$500,000 needed for the renovation was obtained through a second mortgage from the then owners of the building and from the artists' equity in the co-operative.

In addition, the city's Neighborhood Development and Employment Agency (NDEA) provided "gap financing," in the form of a \$130,000 loan, through its Economic Development and Assistance Program (EDAP). "Without that EDAP money, the artists would have gone down the tubes," Mr. Nesson said.

On August 3, the building was bought for \$900,000, or about \$11 per square foot.

The artists have formed a limited equity co-operative, under which each of them buys stock in the corporation and the corporation, in turn, leases space to them. Mr. Nesson calculated that the average studio is about 1,400 square feet, which costs the occupant about \$7,000.

The studios range in size from 900 to 1,800 square feet; and the cost per net square foot is the same—\$5—no matter where the unit is located in the building. Such an arrangement seems to work well in a building occupied by artists. "The places downstairs in the back are good for photographers," Mr. Nesson noted, "and sculptors like the downstairs [units] so they don't have to lug their equipment."

The common area charges are paid in the form of monthly rent to the co-operative. The charges cover heat, taxes, management. . . "everything except electricity," said Mr. Nesson, and they average about \$550 a month.

For tax purposes, the studios are classified as "producer" co-operatives, whose occupants can deduct only a portion of their costs from their taxes. "Because they are working artists and because two-thirds of the studio must be used as work space, they can't deduct two-thirds of the rent. The deduction can't be for more than one-third of the space which is used for living," Mr. Nesson explained.

The space the artists are now filling with their easels and brushes, potter's wheels and other materials and equipment is what is commonly described as "raw space." Only partition walls, windows, a door and access to water and sewer lines are included with each unit. Two weeks ago, construction

workers could be seen swarming through the six floors of the building busily installing bathroom and kitchen fixtures.

Having begun to occupy their new quarters, the artists have no plans and little inclination to move elsewhere. But should any of them want to, a unit can be sold only for what the owner invested in it (including the cost of improvements) plus 10 percent or the rate of interest in the Consumer Price Index, whichever is greater. "It prevents people from profiteering," Mr. Nesson said.

And to head off any incursions by latter-phase gentrifiers, the Fort Point Arts Community forbids the units from being sold to anyone other than artists.

B.R.

Oct. 6, 1983



IAN MENZIES

Fort Point: for art's sake

It was a muggy, cloudy day last Sunday and the accompanying light mist gave a raw-boned starkness to the old six-story red-brick warehouses grouped behind Children's Museum and along Mercer and A streets, South Boston.

Gone was the heavy rumble of big trucks, the frightening congestion of a normal weekday. Congress and A streets were almost suburban in their stillness, except for the coming and going of an occasional car.

But people were walking about, going in and out of those gaunt, not overly welcoming, old mills and warehouses.

It looked, from a distant approach, like a series of processionala, a walking ballet, a curious emptying and engorging of people by buildings.

And that, in fact, was what it was — the second and last day of the fourth annual Fort Point artists' two-day open house.

About 6000 people visited — to see the artists, their studios and their work, sculpture, painting, photography, woodwork, graphic design, pottery, ceramics and innovative montage.

What they found, especially those on a visit of discovery, was that of all mankind's endeavors, art has changed the least; that many artists still live in "garrets," that most still struggle to survive and are forced, by costs, to live and work, where possible, within their studio space.

They are not all Michelangelos, but their lifestyle is still more Renaissance than most.

Not that they complain, perhaps because they are mostly young, still learning, developing and experimenting, although among them are some whose work is already recognized.

They complain mainly when they lose their space, when, having upgraded property — made it fashionable — they are kicked out, unable to afford the escalating rents of gentrification.

Because of that, artists' colonies come and go, have little stability, do much for cities, but receive little in return.

Artists are at Fort Point now because they lost out somewhere else. Forced to relocate, they have a way of finding light, large, high-ceilinged spaces that can be rented cheaply.

There are currently 250 artists in the Fort Point area with studios in a dozen buildings. Although there are other art colonies in and around Boston this is the largest.

Neither the artists nor their studios are in evidence, however, comingling as they do with trucks, loading platforms and warehouse operations, but they're there.

What had begun to worry them was how long they'd be able to stay there — how long it would take for the ax to fall again.

So, two years ago they set out to acquire a building, and break the vicious circle, secure a foothold. A month ago they succeeded — after a series of setbacks — and now own an old six-story building on A street with 72,000 square feet of space.

That they've secured a building is of enormous significance for Boston, especially if, over the next year or so, they can add at least another, thus giving Boston a name nationally as a city that nurtures its artists — adding an urban cultural ambience that money can't buy.

New York's SoHo is already finished as a center for young artists. And in San Francisco all but the rich and famous have been gentrified out of the city. It is the same in Los Angeles.

The Fort Point artists have stemmed the tide of displacement by forming a co-op keeping costs down, securing a "live-work" variance and outlawing, by contract, excessive profit-taking when studios change hands.

For a \$5000 downpayment and \$4000 a year in costs an artist can purchase 1000 square feet of space in the new building. Needless to say the 35 studios, to be occupied next month, following minimal redesign, are already taken.

Says Jero Nesson, executive director of the Fort Point group, "Our goal has been affordable space, remembering that artists, even with a second job, earn only about \$14,000 a year."

Many helped make this dream come true — the Riley, Polaroid and Globe foundations, as well as the National Endowment for the Arts and Massachusetts Council for Arts and Humanities.

The Boston Redevelopment Authority — Robert Ryan and Kim Robinson — gave it their backing as did the Board of Appeals (John Priestly) and The Mutual Bank for Savings.

And finally, the sometimes maligned community leaders of South Boston — Tom Butler, Jim Kelly, Jim Sullivan and Arthur Hartnett — who, on closer acquaintance, found that artists "have the same struggles as everyone else," gave critically important support.

In 10 years Boston's Fort Point will be nationally known as a working art colony, which today SoHo is not.

MAY 29 1983

For Post-Chance
NEW ENGLAND NEWSCLIP

BOSTON SUNDAY GLOBE
BOSTON, MA
S. 741,614

Revere invites developers to

132

LOTS AND BLOCKS ANTHONY J. YUDIS

Revere city officials have launched a nationwide advertising search for developer interest in the former amusement center of Revere Beach, the 12.3-acre ocean-front property along Ocean Avenue.

Revere Mayor George V. Colella said preliminary proposals from developers will be accepted during July and that more specific proposals will be reviewed in September from selected developers. A final selection of a developer or developers will be announced by year's end.

Advertisements will appear in

major national publications. The site along Ocean Avenue has been the focus of redevelopment attention for a number of years but no successful rebuilding program was ever finalized, even after all the old amusement uses and food stands were demolished.

This time, according to Mayor Colella, who has promised a totally open developer and design review process, the city is determined to get a first-class developer and a building program underway.

"Our marketing research indicates that the Revere Beach area, which once held one of the nation's largest amusement parks and resort areas is a strong location for housing and commercial develop-

ment and has potential for office and hotel space as well," said Colella.

The city has appointed a public relations firm, Schneider & Associates, Inc. of Brookline and KK&M Advertising of Boston to help develop a marketing communications program.

Development kits, prepared by the Department of Planning and Community Development (DPCD), are available from DPCD.

"We hope to receive proposals from a broad range of potential developers from all over the country, not just the Boston area," said Paul H. Rupp, director of DPCD.

Rupp said the plan allows for either one developer to do the whole

invest in beach property

project or several to do parts of it.

□

A group of artists whose plans to turn an old industrial building into studio-residence quarters in South Boston were held up by the Boston Redevelopment Authority, (BRA) has now received the endorsement of the BRA board.

The board voted last week to recommend to the Board of Appeal that it approve variances changing the building use from manufacturing to artists' work-residence studios and office space, needed by the artists for the building at A and Binford streets. The Board of Appeal will hear the petition on June 7.

The BRA board held up the artists' petition at the request of fellow board member James Flaherty who lives in South Boston. Board members, in reviewing such petitions automatically hold up, turn down or approve those petitions in neighborhoods in which board members live, if such board members request it, and despite the recommendation from the BRA professional staff.

Last week, however, Flaherty said the artists have informed South Boston resident groups of their plans and now have the support of the community.

An artists' representative told

the BRA that "The citizens were responsive to us and we to them."

They asked us to submit to them what we would do and we agreed, she said.

"We found tremendous support from the community. They would like to do some outreach programs in the community which we intend to do anyway."

The artist group is known as the Fort Point Art Community and said the representative, the South Boston community asked that the group add "of South Boston" to its present name.

About 35 artists will be housed in the building.



OPEN LOFT SPACES at Dockside Place each have *exposed brick, beamed ceilings and heavy support timbers. Buyers have finished them in unique ways with built-ins and sleeping lofts. Developer is Town & City Properties of Boston, Inc., and Rose Associates, N.Y.*

35-Acre Wharfside Project Transforms Lofts into Condos

By *Peggy Bresnick, Associate Editor*

Boston—An 88-unit rehab in the Boston Wharf area transformed raw loft space into a six-story condominium.

Within walking distance of Boston's financial district, Dockside Place is the first phase of a master development plan on the 35-acre tract of wharf property. Most of the buildings on the site are owned by developer Town & City Properties of Boston, Inc., and Rose Associates, N.Y. The plan calls for both residential and commercial development.

"We would like the entire to be mixed use," explained Bernard Strassner, vice president and chief engineer at Rose Associates. "We'd like to make this area

the SoHo of Boston. The residential loft idea has been successful in other cities and we thought it could be popular here as well."

So far, it has been successful; 50 percent of the units had been sold at press time.

Dockside Place's proximity to Boston's business center convinced the developer to create housing here. "People are comfortable visiting and strolling here," Strassner explained.

Buyers are professional people in the 30-to 50-year-old range, although there have been several buyers in their 20s. There are no families; there are more singles than couples. All of the buyers are from Boston and its suburbs.

MULTI HOUSING NEWS
NEW YORK, N. Y.

New
England
Newsclip

APR 1983

Butera offered these tips in particular for merchandising models:

- Show built-in space for storage;
- Use fewer pieces of furniture, and make them smaller, to create an impression of space;
- Offer a focal point, like a fireplace;
- Add accessories, such as books, toys, dried flowers, to give a model "personality;"
- Create a feeling of spaciousness with light and mirrors;
- Make maximum use of natural light in work areas;
- Use cool colors, such as light blues, grays, whites to enlarge spaces, and warmer colors (yellows, oranges, reds) to create a warm feeling;
- Dress up windows without blocking views. Use of insulating window treatments will enhance energy efficiency;
- Orient units to the south when possible;
- Emphasize work efficiency through kitchen planning. □

Play Up Landscaping In Marketing Multis

Houston—Landscaping and siting are crucial components of any plan for attached housing, according to George Matarazzo, president of Matarazzo Design, Concord, N.H.

At the NAHB seminar, "Making Density Work: Attached Housing," Matarazzo noted that open space should be maintained to promote a feeling of community. Some additional suggestions include:

- Save existing trees and complement existing topographical areas, like woods, streams, ponds;
- Provide a convenient, secluded amenity package;
- Achieve a sense of enclosure at a project that may be in a highly populated area through use of fences and signs;
- Plant mature trees and shrubs, rather than seedlings that take years before they add anything to a landscaping effort;
- Be prepared to spend about \$2,000 per unit for shrubs, trees and other plants;
- Perform negative landscaping as needed—remove trees that block a view of a lake;
- Work with government agencies and neighbors to reach a compromise on a parcel. At one project where the developer had trouble getting zoning for detached units on large lots, he was able to put twice as many attached units on the site by compromising and leaving open buffer space between the units and the street. □

building in the area, although additional residential buildings are being planned. The developer also is completing two buildings of office space nearby. All existing buildings on the property are turn-of-the-century loft manufacturing facilities. In total there is about 4 million sq. ft. of building space, most in mid-rise structures.

Commercial and industrial activity on the property includes printing, bulk storage, wood furniture manufacturing and some office space.

Condominium lofts each have exposed brick, beamed ceilings and heavy support timbers. Features include wall-to-wall carpeting throughout, washer/dryer hook-ups, intercom and full bath with ceramic tile floor and wall areas and a completely finished kitchen.

The standard appliance package consists of a 15-cu.-ft. frost-free refrigerator, dishwasher, contemporary cabinets, vented range hood with exhaust fan and vinyl flooring.

HVAC Is Self-Contained

Each unit has a utility room with self-contained electric HVAC equipment. Units have been equipped with double-glazed windows for energy efficiency.

Construction began in November 1980 and the buildings were completed in February 1982 with first occupancy one month later. "The building was gut rehab," reported Strassner. Only a shell was left, including building exterior and the floors. New elevators and a core were added.

Project architect is Jung Brannon & Associates, Boston.

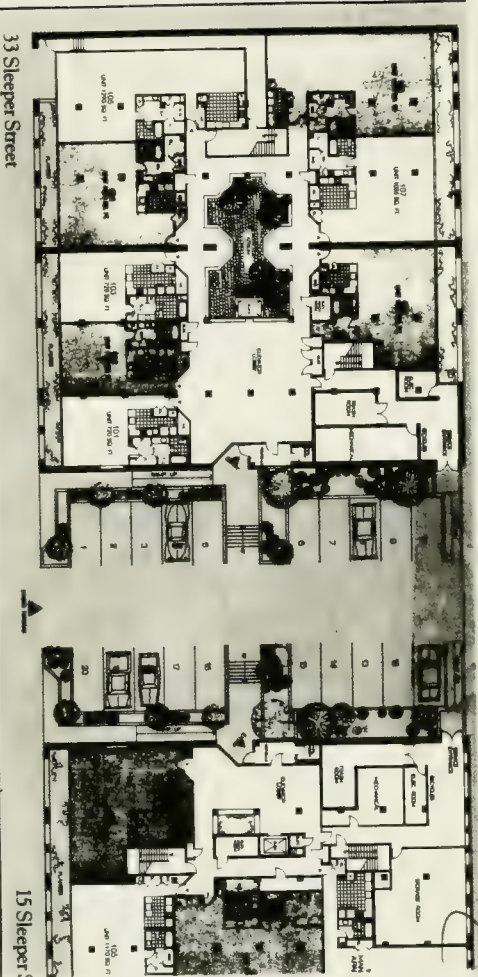
Buyers have redecorated and finished their lofts in various ways. Some have added simple screens and furniture, while other buyers have added sleeping lofts. All are uniquely designed.

Construction financing is from New World Bank in participation with Barclays Bank, Boston. End-loan financing is from Freedom Federal Savings, Boston.

Depending on the market, the developer's next venture in the area may be residential. "It depends on what we get," Strassner said. "In some of the buildings tenants still have leases." For Docksideside Place, the developer is relocating tenants to preferred locations before construction begins.

The developer's next endeavor on the Boston Wharf property may also be a loft conversion. "Some buildings are more suited to a usual apartment layout, and some more as lofts," Strassner noted. "The master plan has been submitted to the Boston Redevelopment Authority for

approval. "We are both concerned that there is no haphazard building activity here, and that construction follows a logical progression," Strassner reported. While there have been no restrictions on the developer because the buildings are not certified historic structures, Strassner is aware of the Authority's desire to maintain the building's facades. The facade at Docksideside Place left in tact. Windows and frames were replaced and the exteriors were cleaned. □



WATERFRONT REHAB of two buildings in Boston's wharf area features a variety of different floorplans. Docksideside Place has 88 loft units, with areas ranging from 850 to 1,600 sq. ft. Units sell for \$90,000 to \$147,000. Architect is Jung Brannon & Associates, Boston.

BOSTON GLOBE
BOSTON, MA
IL 02107

APR 1 1983

New
England
Newsclip

BRA again refuses artists' request to renovate South Boston building

Turning down pleas from artists, the Boston Redevelopment Authority board yesterday refused for the second time in two weeks to allow a group of 34 painters, sculptors and photographers to renovate a former industrial building near the Fort Point Channel area of South Boston into studio and living quarters for artists.

The artists said they may appeal the decision to the city Board of Appeal, which has the final say on zoning variances.

The planning staff of the Boston Redevelopment Authority, and the BRA director, Robert Ryan, had recommended to the BRA board that it endorse the proposal.

The 34 artists say they need the vacant building, located at 249-259 A street, for inexpensive work space. An attorney for the group said the artists would meet with South Boston neighborhood groups before a meeting of the city Board of Appeal next Tuesday, presumably to garner more support.

MAR 29 1983

New
England
Newsclip

How BRA shaped Boston

by Peter Clenett

For those of you who worry about the future: don't bother. City Hall has already mapped out the future of Boston to the year 200, and, unfortunately, it doesn't include many of us.

The story begins in the year 1957 when the Boston Redevelopment Authority was created. Boston was undergoing tough times. In the decade of the fifties the population of Boston dropped substantially despite the baby boom, as many people abandoned city for suburb. A harbinger of worse things was the fact that manufacturing businesses were leaving the city for better climes, taking with them thousands of skilled and unskilled jobs. Taxes were escalating while the tax base was shrinking. Urban decay had set in.

The solution of the then mayor John Hynes and the newly established BRA was simple: to instill new life and money into the city, those with money to spend—wealthy individuals and corporations—had to be encouraged to return to Boston to live and work. Democratic city hall believed in the old Republican economic theory, whereby prosperity for the wealthy eventually trickles down to the poor in the form of jobs and better living conditions. As a result of this belief, the Age of Building began.

Urban Removal

The first two BRA projects tell the story of the next 2½ decades. The very first project, called New York Streets, was actually approved in late 1954. It was a 22-acre site between South Station and the downtown area sanctioned for industrial and commercial development. At the time, the area was inhabited by low and moderate income people, mainly black. When New York Streets was finally completed, 998 families had been displaced, including that of the later-to-be State Senator Mel King.

This was an auspicious beginning. The second BRA project was the West End. In that area, 3510 units of low and moderate income housing were destroyed. In their place 1440 new units were constructed, the ones referred to in the Storrow Drive sign that says, 'If you earned \$50,000 a year, you could be home now.'

Other projects during the first BRA decade included Government Center, The Prudential Center, Tufts University expansion, and the new public library. The only significant project scheduled for the Fenway was the Christian Science expansion. Total private investments during the first years of building exceeded \$1 billion, while total governmental and institutional investment was \$728 mil-

Ten Year Building Boom

From 1968 to 1978 17,593 units of housing were built. In the Fenway this included the Stoneholm Apartments, Morville House, and Church Park. During the '70s the city did indeed construct many subsidized units for the elderly, the handicapped, and the poor. People with need for housing were not totally forgotten in the delirium of so much money passing through so many hands in so short a time.

During this decade, the hotel boom commenced. Logan Airport was enhanced by a Hilton and a Ramada Inn. The Collonnade was constructed in the South End, and the Howard Johnsons 47 was built near Park Square. The total investment was \$99 million for 2,000 rooms. 1969 also was the year of the first condominium conversion. Since then, nearly 10,000 units have been lost from the rental market to condos.

From 1968 to 1978 Northeastern University expanded with the construction of the Knowles Center, the Barletta Auditorium and Dockset Hall, the Hurtig Chemistry Building, and the Sterns Building. The total expenditure on university construction throughout the city, the biggest of which was \$159 million for the U. of Mass. at Boston, was \$280 million.

Hospitals expanded to the tune of \$370 million, while another \$98 million went to cultural institutions such as the Science Museum, the New England Aquarium, and the Museum of Fine Arts. In the Fenway, money was spent on Fenway Park rehabilitation (\$2 million), the Berklee Performance Center (\$1 million), and the Christian Science Center (\$45 million).

The city spent \$80 million to create 13,424 parking spaces and spent another \$95.5 million on retail developments such as Faneuil

Hall, Saks Fifth Avenue, Lord and Taylor, and the old city hall.

For many of these projects and for much of the money spent, it is hard to criticize the city planners. No one questions the need for improved educational and medical facilities, nor for the elderly and low-income housing, nor for the revitalization of the shopping districts. But there are important questions to be raised. Primarily, the facts should be clear as to what extent all this 'neighborhood revitalization', as the BRA calls it, has actually been beneficial to the people who live in Boston; and, secondly, we ought to understand what the possible consequences of this massive pumping-in of private and public monies could be.

Compassion Dies in the Late Seventies

In the BRA book 'Planning for Boston's Next Decade of Development 1980-1990', the researchers state, "What Boston accomplishes in the 1980-1990 decade is important not only to Boston. Achieving Boston's potential can be part of the solution of the national need to spur growth and productivity ..." Part of the solution, or part of the national problem?

Whatever compassion may have existed in the hearts of the city's planners sputtered out in the late '70s. The Fenway's Symphony Towers, the South End's Viviendas La Victoria II, and the Back of the Hill Mission Hill are part of the dying gasp of City Hall's good intentions.

According to the BRA, from 1978 to 1982 6106 units of housing were to be completed, while another 8368 were to be renovated. Some of the housing has been for moderate income people: most of it has not. BRA figures do not include which projects, like Infill, floundered, nor is there a breakdown on how many units will be affordable for the average income. Looking at the largest projects, however, we can get some idea.

1.) Out of the \$223 million Charlestown Navy Yard project, the local residents were promised a fair share in the housing and jobs created. However, when the first 367 units opened for occupancy in May 1981 at Constitution Quarters, the going rents were \$475 for studios to \$1350 for triplex apartments with roof gardens. A promise had been made that 10 percent of the units would go to elderly people from Charlestown, but, in fact, only 19 handicapped residents found apartments and these at rents of \$575-\$825. More recently, a Port Authority-named developer completed work on the Hoosac Pier beside Old Ironsides. This project included office space, a restaurant, and a condominium complex. Neighborhood activist Bob Wallis says, "Constitution Quarters was not built for the people of Charlestown. I do not consider it a part of my neighborhood."

2.) Columbia Point is an infamous name. This vast public housing complex overlooking the water and The Boston Globe building once housed 2,000 families. Now, according to David Dance of the Tenants Policy Council, only about 470 units remain occupied, many by elderly people. To date, no developer has been named, but promises have been given that of the 1500 units to be renovated one-third, or 500, will go to low-income people. If you consider the 470 units still occupied, you will note that very few new low-income families will be able to take advantage of the proposed \$182 million rehabilitation. Of the original 2000 units, 1500 have been lost to the poor.

3.) The third major project is Fort Point, which is one of Mayor White's prime areas for development. The entire project, which will include 2200 hotel rooms plus over 200.5 million square feet of office, retail, and industrial space, will cost approximately \$568 million. How many units of low-income housing will be built in this area? None.

4.) People who are familiar with Copley Place know the name Tent City. When plans were first made to build two hotels and a luxury department store behind the Boston Public Library, promises were made to the local residents of the South End that housing would be provided to make up for the loss of units caused by the development. The site for this housing was a parking lot that has since become the object of a long-drawn-out battle between the Tent City Corporation, the owners of the parking lot, and the BRA. To date, no developer has been named, and, despite recurring promises, no low-income housing is expected out of Copley Place.

MAR 20 1983

From
England
Newsclip

You want to develop housing?

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LOTS AND BLOCKS | ANTHONY J. YUDIS

In Boston, when developers convert existing apartments into housing, the political types say "stop."

"Why don't developers build new housing and condominiums instead of taking existing apartments and converting them into condominiums?" say politicians.

But when developers try to introduce new housing on vacant land in some of Boston's middle-class neighborhoods, abutters accustomed to living adjacent to empty spaces say "Stop."

"Why don't the builders take old vacant buildings and turn them into housing instead?" they

say.

So some people go out and look for vacant buildings to turn into housing.

And when they find a vacant building, even then builders find it isn't always easy to recycle it to add to the city's tight housing inventory.

They may be told by the city that the area is under study for now, so city agencies cannot approve variances allowing the housing, as one developer was recently.

Or, as in a recent case, when building variances and zoning peti-

tions come before the Boston Redevelopment Authority Board (BRA) sitting as a planning board, if a member of the five-man board lives in the community in question, the request gets much more than routine inspection.

And in many instances, the professional staff recommendation is tossed aside, with members voting on the basis of how that board member feels about it.

And when the other board members are confronted with a petition involving their own community and biased feelings, the favor is returned. It's a clubby atmosphere.

Recently a group of Boston artists who lease loft space for studios in some of the old industrial buildings in the Fort Point Channel area came into the BRA hoping for quick endorsement of a change in building uses that would allow the group to move ahead as its own developer for recycling an old South Boston building into studios and living quarters.

The BRA planning staff recommended endorsing the petition, saying it is "consistent with city BRA planning objectives to provide low-cost artists' work-residential space."

The vacant six-story brick building is at 249-259 A st. in what is predominantly an industrial area. It's a short distance from the old New York, New Haven and Hartford railroad yards on one side and Fort Point Channel several blocks away on the other side.

But BRA Board Chairman Rob-

Consult abutters, agencies, boards...

ert Farrell noted that board member James Flaherty lives in South Boston, and, while Flaherty was absent from his BRA duties that day, he sent to hold up on this artist business. He wants a full-blown hearing on it, and the vote was put off until March 31 at 2:30 p.m.

Jero Nesson, a planning consultant representing the artist group, Fort Point Arts Community, expressed some disappointment and apprehension because of the delay.

Nesson noted that rapid changes in the Fort Point Channel community threaten the existence of the arts community, which has leased space in old loft buildings there for a number of years.

Owners are planning to redevelop these properties for prime office space, apartments or condominiums, and Nesson said that "our feeling is that the only way we can survive is to take control of our own destiny and become developers ourselves."

The artists' group holds an option on the A street building and is organizing as a cooperative. The building would provide residential studios and offices for about 34 artists.

The group is receiving funding from the National Endowment for the Arts and financing from a lending institution. The estimated cost of the program is \$1.5 million. The six-story structure contains about 782,000 square feet.

Nesson says the building has

been vacant for about a year and a half. The initial concept calls for spaces of about 1000 square feet that could sell for about \$20,000. Since artists require open space, there would be no elaborate partitioning work like that required for conventional apartments.

Nesson said if the building plan is successful, "we would intend to develop others. We have other buildings in mind." But the artists' group will have to make a strong presentation to the board members on March 31, which even then may not be relevant if Flaherty is opposed.

□

Last August, Congress Realty Trust petitioned the Board of Appeal for changes in occupancy at 326-330 Congress st. to

convert the old warehouse into 10 apartments and offices.

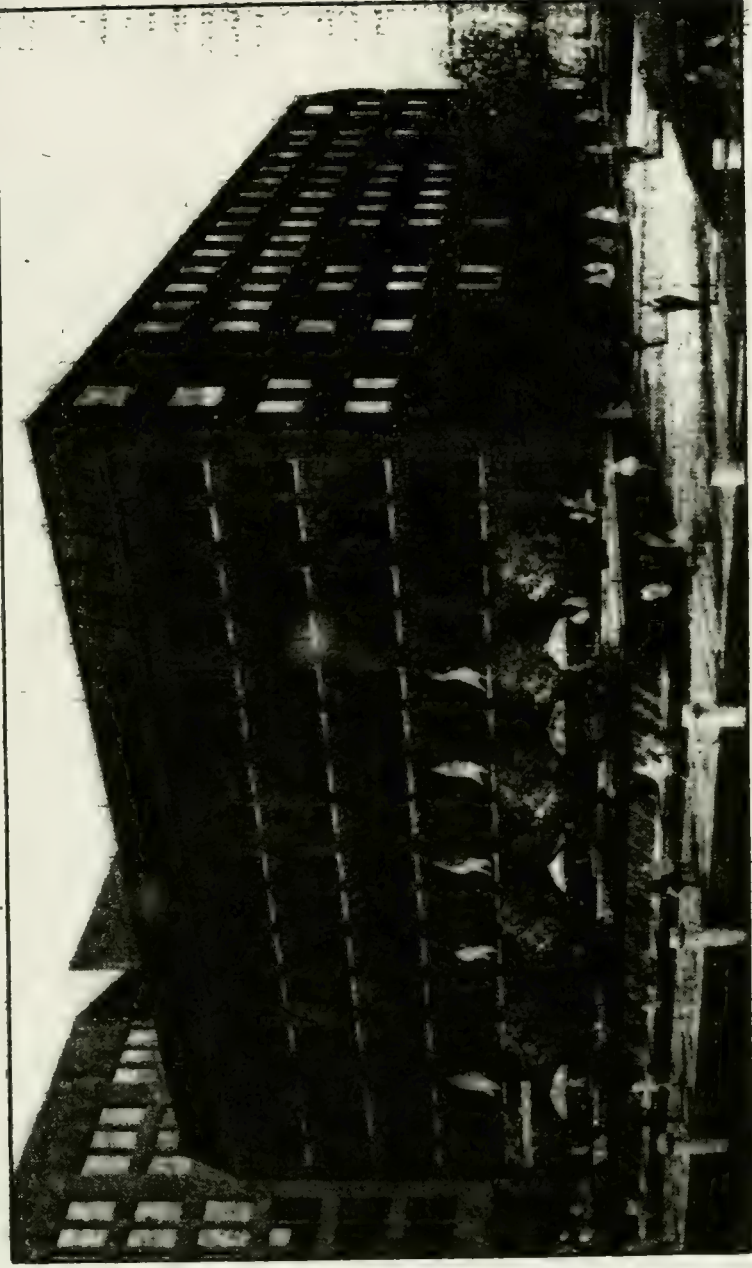
The first time it came before the BRA board, the BRA recommended to the Board of Appeal that it take no action since the BRA planning staff was studying the whole Fort Point Channel area.

Recently the petition was again before the BRA board again prior to its appearance before the Board of Appeal. Only this time, the petitioner says he will convert the old building into 30 apartments and some retail space. The BRA voted the same recommendation to the Board of Appeal.

The BRA, however, does not have the final say. Its vote is in the form of a recommendation to the Board of Appeal, which also considers the petitions at its own public hearings.

Private projects with public benefit

waterfront developments provide walkways for public access to water's edge



Architect's proposal for rehabilitation of building at 400 Atlantic av. will include public walkway to waterfront from Atlantic avenue and public promenade along the waterfront itself. Jung/Brannen Associates is architect.

By Anthony J. Yudis
Globe Staff

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While large-scale building projects initiated through public action get most of the attention in waterfront real estate today, some smaller privately sponsored building proposals are also expected to change the way the waterfront looks.

Two such projects are under way without any public help. One, a rehabilitation job is near the southern end of the Atlantic avenue waterfront. The other is at the Fort Point Channel area, off Congress street, where a six-story, 68,000-square-foot office building will almost span the channel.

The two projects have something for the public: Both development entities are including walkways to allow public access to the waterfront, and there will be no "private property" signs placed along the water's edge. Although these are private ventures, the city, through the Boston Redevelopment Authority, its planning agency, is inducing owners to participate in the city's overall waterfront plan.

This plan will attempt to develop a continuous walkway strip along the entire edge of the harbor front, even though the buildings fronting the water are privately owned.

The existing five-story structure now undergoing rehabilitation is the old Atlantic Building at 400 Atlantic av., constructed in 1872. The Bain Co. of Boston, a financial consultant firm, has had since June 1980 an option to purchase it from the long-time owner, A.W. Perry Co. of Boston. Bain originally intended to rehabilitate it for its Boston headquarters and also promised to construct public spaces.

But the company has since expanded considerably and now the building cannot meet its space needs.

Northland Investment Corp. of Wellesley Hills, in partnership with Lazard Realty, Inc., of New York City, acquired the property from Perry for \$3.2 million last December. Thomas J. Hynes of Meredith & Grew negotiated the transaction for both parties.

Robert A. Danziger, president of Northland, said certain modifica-

tions have been made to the Bain plans, which had received approval from the Boston Redevelopment Authority.

"We have agreed to construct a 30-foot-wide 'walk to the sea' along the north boundary of the building," Danziger said.

This public entrance to the waterfront will be adjacent to Rows and Fosters wharves to the north where a major condominium development is proposed. Here, the city owns the land to be turned over to a developer and will insist that the developer reserve waterfront space for the public that will connect with Northland's space contribution.

Northland's walkway leading to the waterfront will connect to another public strip parallel to the water which Northland will also build in back of its building, said Danziger.

Eventually this public strip is expected to be tied in with a longer walkway that will run from Northland avenue to a planned Long Wharf park to the north. Danziger said the plans also call for construction of a large elevated private deck between the building and the public walkway for use of the building occupants.

Northland vice president, Peter J. Barber, who is in charge of the rehabilitation project, said the firm intends to add a mansard-shaped sixth story which will have floor-to-ceiling glass walls on the waterfront and Atlantic avenue sides.

"This will bring the total rentable space to about 100,000 square feet and the first floor will be available for retail or restaurant uses," Barber said.

The interior will be gutted and entirely rebuilt into first-class office space. Three new elevators, new insulated glass and new heating and air-conditioning equipment will be installed.

The Boston architectural firm of Jung/Brannen Associates, Inc., is the designer. The architectural firm will restore the existing exterior brick and granite structural features, and the brick and beams will be exposed in some offices.

Circular stairways will connect floors for multi-floor tenants and the lobby will be completely refur-

SEP 14 1988

NEW ENGLAND NEWSCLIP

BOSTON, MASS
SEP 14 1988

Flynn's heedless pursuit of development

WEBB NICHOLS

Mayor Flynn may already be a hostage in his own city - handcuffed innocently and blindly to development. Myopic and incomplete economic analysis by the city, along with intransigence on the part of the Legislature, appear to have convinced Flynn that revenue from building development is the only way out of the city's financial crisis. Economics may become the justification for a devastating building program in Boston, one no reasonable guidelines or plans can later fix.

Ray Flynn and Stephen Coyle, the new BRA director, made many promises that Boston was entering a new era of public planning and public debate on the future growth of the city. To date, they have approved 10 projects without a public presentation of their merits as part of any long-term philosophical and physical strategy for the growth of Boston. These approvals constitute a mandate for the construction of more than 6.5 million square feet of office space downtown in the next 2½ years. That is one half the total amount of office space built in all of Boston in the 10 years between 1968 and 1978, and already one-half of the total space projected to be built in the 10 years between 1982 and 1992.

Flynn and Coyle have argued for these projects almost solely on economic terms. They note that they will provide revenue for public amenities, jobs, to lessen poverty, and increased tax revenue to pay bills. But this speculation, called "economic justice," is only the plus side of the equation. The minus side is that the city's infrastructure - its utilities, transportation, and other support systems - is already overburdened and collapsing. This development will further tax these systems as well as carry with it other costs the city must bear. The power outages, the traffic jams and the 19 million gallons of untreated sewage now pouring into Boston Harbor hourly could be just the prologue.

Why has the city rushed to approve these projects purely on the basis of "economic justice" and a conditional commitment to the developers? There is nothing intrinsically good about development. Besides, there are just as many jobs and dollars in the construction and operation of good projects as there are in bad ones. Are we to endure a lifetime of environmental assault for 12 months of fiscal relief and a deferred payment clause for affordable housing? Affordable for whom - for the people who have left the city, forced out by the very development that was to nurture them? If we refuse to de-

sign this city based on concepts of good urban design, we should not justify its growth on the basis of incomplete economic arguments. Before anybody accepts development as the answer to Boston's economic crisis, it is time we understood its real costs and benefits.

In the book "The Ultimate High Rise," edited by Bruce Brugmann and published by San Francisco Bay Guardian Books, the anatomy of high-rise, high-density construction is analyzed. It discusses who really benefits and who loses. It is a startling study of reality and not belief. San Francisco discovered that in 1970 its downtown cost the city \$67.7 million to operate; it supplied the city only \$62.9 million in revenue, a real dollar loss that did not even measure the true cost of high-rise construction. It did not measure the destruction of the unique character and fabric of that city. It did not measure the physical en-

vironmental pollution, traffic congestion, and overcrowding. It did not measure the middle-class exodus, the loss of resident families with children, the decrease in social interaction, the alienation and withdrawal from the physical environment.

We build cities for social and economic reasons. But these reasons only offer the framework in which the life of the city takes place. They do not determine its meaning for us. Great cities are ultimately places of beauty, reflecting our humanity, our desire for order and harmony, and our history. No great city ever was or ever will be built on economic justice, including the economic justice Ray Flynn and Stephen Coyle have described.

There are limits to growth in Boston. A lot less speculation, development, and building need be done if we are really interested in making Boston a viable and livable city. We must ask our-

selves: What is Boston? What does it want to be? What is our vision for Boston? What are our standards and limits? We must determine them, for at some point, the future will be about balance and renewal, not growth.

Growth is neither a requirement for, nor a guarantee of, success or even survival. We have the means and methods today to investigate the true effects of development here in Boston. It is time economics took some of the wonder out of development and the submissiveness out of public officials. The corner offices at City Hall are pretty heady places. Sometimes you forget where you came from and what promises you made along the way. Those who live for a politician's promise may die waiting. The city is a hostage, too, but it has no corner office in which to hide.

Webb Nichols is an architect in Cambridge.

MAY 17 1982

New
England

GING THE CHANNEL Developers put Fort Point artists under siege

By Joan Axelrod

When woodworker Monte Alpert moved to Fort Point Channel 8½ years ago, he found a ghost town. What was once the heart of the wool industry had become a dingy retreat for printers, wallpaper hangers, mattress makers, and other light manufacturers. As Alpert set up shop on the fourth floor of 44 Farnsworth St., his only companions were the dusty printing presses left by Farnsworth Press. He was the only tenant in the nine-story building overlooking Boston Harbor.

But his landlord, Boston Wharf Co., had big plans for the brownstones it built over 100 years ago. Strolling down Melcher Street, Boston Wharf's general manager turned to Alpert and said, "See all this? Some day it will be filled with shopping malls and apartment buildings." If he were truly clairvoyant, he would have predicted condominiums and office buildings. Boston Wharf Co., which owns about 90 percent of the property in Fort Point Channel, has already converted two old warehouses to luxury condos and is in the process of turning a vacant mattress factory into more expensive industrial space.

Now it's toying with plans for 44 Farnsworth St. As far back as three years ago, Alpert was told that his days in the loft were numbered. Then, when his lease expired in December, he was made a tenant at will, meaning he could be evicted with 30 days' notice. And he wasn't the only one. Most tenants, however, have moved out already, leaving the building semi-deserted.

"This building has gone from total occupancy to complete emptiness, then a trickle, an influx, and now an exodus," said Alpert, sporting a neatly trimmed beard and sweatshirt coated with sawdust.

Much has changed since the woodworker loaded his saws and sanding machines onto the freight elevator in September 1974.

In the early days, when Total Environment Inc. Woodworking was struggling for survival, Alpert rented out space to such rock 'n roll luminaries as James Montgomery, Andy Pratt, Willie Alexander, and the Cars. On one side of the room, Total Environment would be sawing mahogany tables; on the other, James Montgomery would be wailing his revved-up rhythm and blues.

Those were the days when 20-foot trailer trucks clogged the streets (they still do); a bowl of seafood chowder with fish piled over the rim cost 99 cents at the No-Name, Fort Point Channel emptied out at 9

p.m., and no one had ever heard of NoSo (standing for North of South Boston) as Boston's answer to New York's SoHo (South of Houston Street).

Then came 1976—the year of the Tall Ships. As Monte Alpert and James Montgomery hung out the windows, eating watermelon and watching the Tall Ships, tourists and real estate developers discovered Fort Point Channel. It wasn't long before the Historic Neighborhoods Foundation put Fort Point on its map and the Boston Redevelopment Authority (BRA) began a report with the sentence: "The Fort Point Channel area has the potential of becoming the site of one of the largest public and private development programs in Boston history."

With its waterfront location, proximity to the downtown area, and large tracts of available land, Fort Point could become an extension of Boston's bustling waterfront, no longer psychologically cut off by the murky waters separating South Station from Pier 4. City planners even coined a new name for the area—Waterfront South.

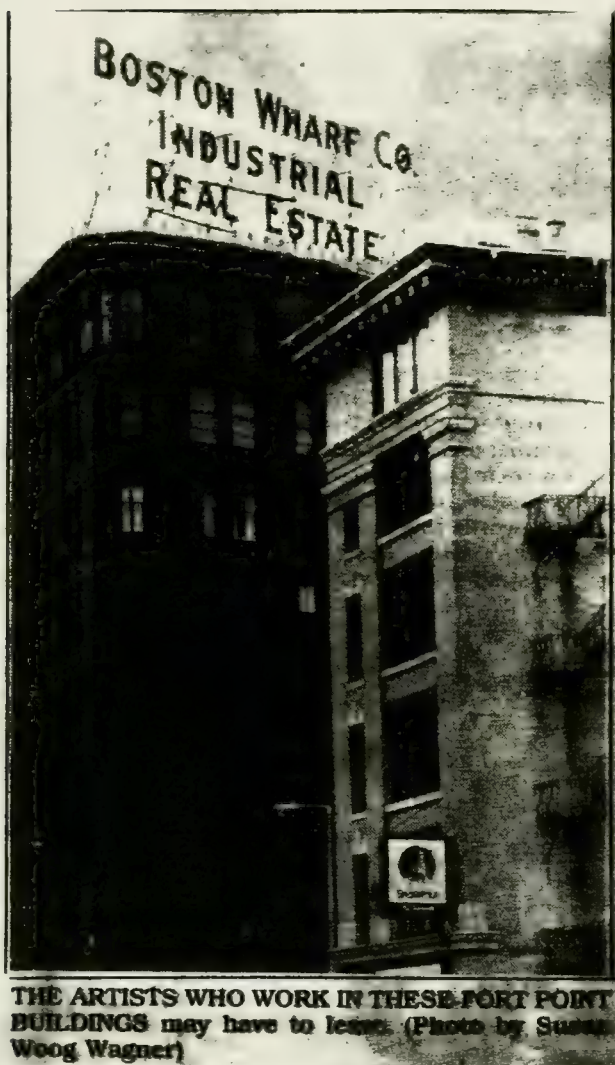
But the South Boston Community Development Corporation already had its own name for the area, and it wasn't Waterfront South. "We call it South Boston Waterfront," said Director Jim Sullivan. "After all, Fort Point is part of South Boston even though the BRA may not choose to emphasize that. Many of the jobs there are held by people who live, pay taxes, and vote in South Boston."

Artists had their own reasons for flocking to the area. In the spartan but sprawling lofts of NoSo, they found high ceilings, space, light, and affordable rent. Not only that: many of the buildings came equipped with freight elevators, sturdy floors, and heavy electrical outlets.

"Most of the things artists do are more compatible with light industry than with residential use," said Suzanne Schell, a member of the board of the Fort Point Arts Community Association, which estimates that artists occupy between eight and ten percent of the square footage of NoSo. "People think artists are neat and quiet, but if you've ever lived under a potter's wheel, you'd know that wasn't always true. Painters use turpentine, which smells, and sculptors use heavy-powered equipment that makes noise. A great deal of art smells or sounds like industry."

Tenants of 44 Farnsworth St. were well aware of the interlockings of art and industry. At its heyday in 1980-81, silk screeners, custom wallpaper designers, furniture makers, restaurant equipment suppliers, architects, and printers comprised what Alpert called "a community of small businesses." Back then, he said, "Every inch of the building was

Developers put Fort Point artists under seige



occupied, making the coffee-truck man the wealthiest guy on the block."

Elliott Siminons, whose restaurant supply business began in his great grandfather's cellar, remembered the late '70s and early '80s as a time when "people were begging for space in the building."

That, however, was before Boston Wharf refused to renew leases. Before the exodus began.

"Boston Wharf couldn't let the building upgrade in a natural way," lamented architect Mary Otis Stevens, whose sixth floor office looks out on ferries, sailboats, and a panoramic view of Winthrop, East Boston, and Charlestown. "The neighborhood had a particular character, a destiny, but now the landlord's going to turn it over to people who have no feeling about the place. They'll come home at 5 after 5 and sip their martinis and look out the window and say 'Gee I'm on the water.' But the people like us who made the area attractive and really care about it have to suffer."

Not everyone, however, faults Boston Wharf (which is jointly owned by Towne and Cities Properties of London and Rose Associates of New York) for trying to "upgrade" its properties. In fact, several tenants, past and present, praise the company for trying to capitalize on the neighborhood's new-found chic. "I don't blame them," said Jerry Wise, whose old Textile Waste factory at the corner of Farnsworth and Congress is slated for more upscale use. "If I weren't personally involved, I would have thought it was a terrific idea."

But what about Dockside Place, the residential condos on Sleeper Street? Were they such a terrific idea?

According to sales director Nancy Chadbourne, the condos, which range in price from \$80,500 to \$153,100, have been "doing well considering the economy." That translates to 33 (out of a total of 88) sales since the end of February.

The uncertainty of condo sales may be what's keeping plans for 44 Farnsworth up in the air. "They keep telling us not to worry," says Siminons, the restaurant-equipment supplier. "If the condos don't go well they won't bother us."

But the threat isn't just coming from residential condos. It's also coming from more upscale forms of industry. As the neighborhood becomes more desirable, landlords tend to replace printers, shoe manufacturers, and mattress makers with architects, advertisers, and engineers. For evidence,

Fort Point artists

Continued from page 1

walk down Summer Street.

This process of upgrading carries with it few evictions. The landlord doesn't need to exercise that kind of power: he can simply refuse to renew the tenant's lease. Or he can draw up a shorter lease.

What happens to the displaced manufacturers?

Some have moved to the Marine Industrial Park in South Boston, thanks to the Economic Development Industrial Corporation (EDIC). Others have left the city or disbanded.

A survey done by the South Boston Community Development Corporation predicts that, by 1986, Fort Point Channel will have lost 20 percent — or a total of 898 — of its major commercial jobs as a result of conversion, and that doesn't even take into account displacement by other industries. "Between 1979 and 1981," says Sullivan, "106 jobs were lost, and nothing was going on. It was just the two buildings on Sleeper Street."

Artists, however, are in less immediate danger because most of their leases don't expire for another year or two. Although Boston Wharf has no overall scheme for artists, general manager Robert Kenney says, "We wouldn't have put them in if we didn't think they were an asset to the area."

Or, as one tenant-at-will puts it, "They represent a cute little SoHo look."

But the artists' association doesn't want NoSo to become another SoHo. If the neighborhood became too chic, says artist Suzanna Schell, all but a handful of rich artists would be forced out of their studios. "What we'd ideally like is the status quo continued," says Schell. "We'd like to continue to work

and not worry about the future."

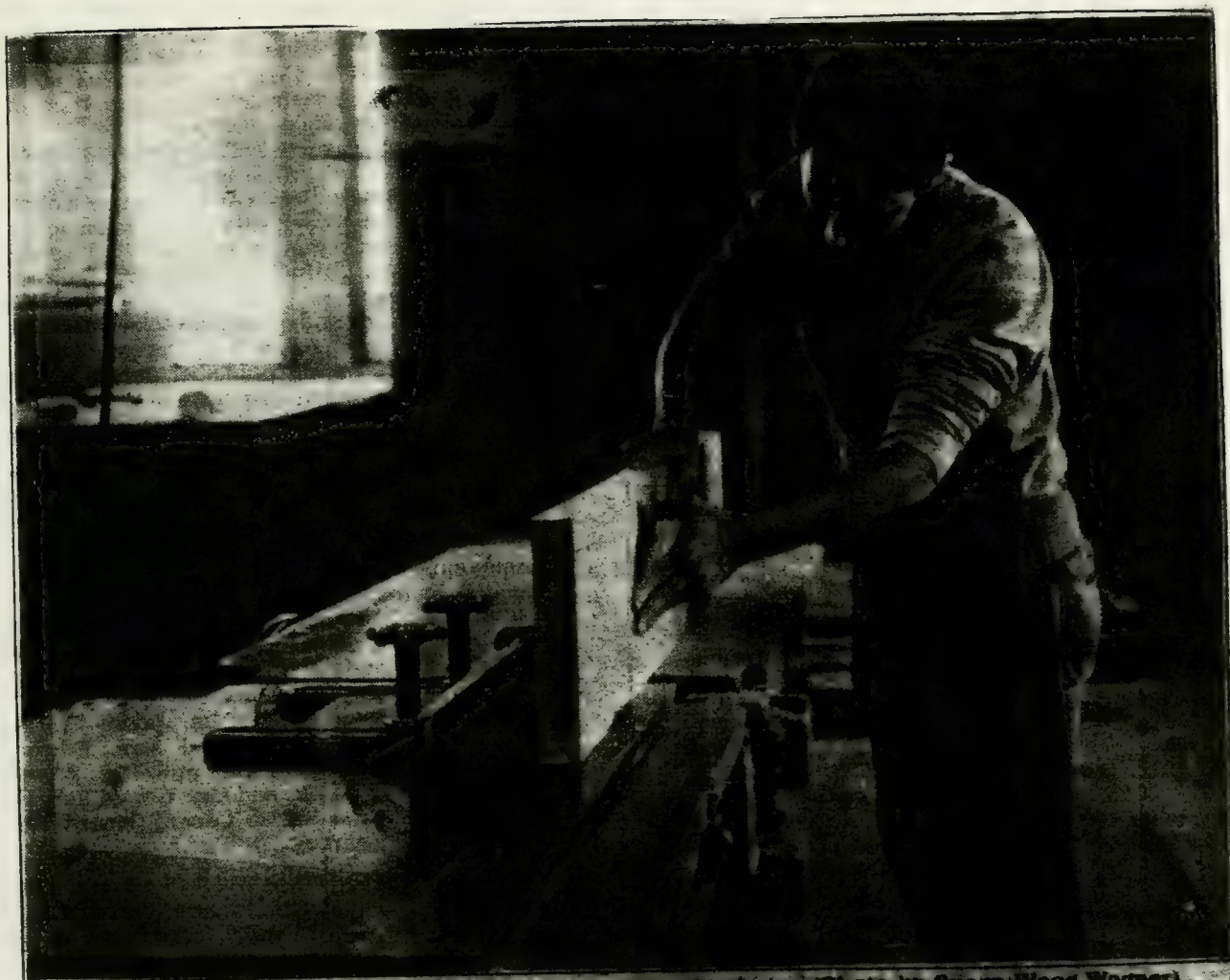
Their future, however, hinges on an agreement between Boston Wharf Co. and the BRA, which is still in the works.

What the city's looking for, according to BRA project coordinator Matt Coogan, is diversity. "We want to avoid the situation," he says in a 1980 Phoenix article, "where Fort Point, or any part of the city, works for just one mold of human being. In the long run, that kind of thing won't work for anyone."

Coogan sees the city's role as consultant, not controller, in the development process. While the city's master plan should minimize disruption to the area, he says, it shouldn't try to control the marketplace. Nor can it take responsibility for displacement.

Which has prompted one tenant at 44 Farnsworth St. to decide to move to San Francisco. David Ron, an owner of The Twigs, a custom-made wallpaper company whose clients include the Metropolitan Museum of New York, Bob Hope, and Frank Sinatra, says he decided to leave Boston after meeting with the BRA, EDIC, and looking in vain for a new location for over a year.

"The new locations they offered didn't make any sense for us. It would be too expensive to fix up the space, and the city wasn't willing to pay the development costs," says Ron, who came to 44 Farnsworth after being evicted for condo conversion on Battery March Street. "Boston isn't like other cities. The mayor of San Francisco called us directly and offered to pay 95 percent of our development costs. What's happening to small businesses in Boston is really very sad."



MONTE ALPERT, woodworker, in his Parkworth Street business. (Photo by Susan Woog Wagner)



DESIGN GUILD ARCHITECTS Steve Judge (left), Mary Otis Stevens, and Bill Fleming. (Photo by Susan Woog Wagner)

APR 30 1982

New
England
Journal

Mayor White announces proposed \$400¹³⁵ million waterfront development



Proposed \$400 million development along Boston's Fort Point Channel is reviewed by development team and city officials, including (L-R): Richard Friedman of Carpenter Properties; A.N. Pritzker, Vice Chairman of the Hyatt Corporation; Mayor Kevin H. White; Anthony Athanas, owner of Pier 4 and the development property; Robert Farrell, chairman, BRA Board, and Robert Ryan, Director of the BDA

Mayor Kevin H. White today announced that Anthony Athanas, owner of Anthony's Pier 4 Restaurant, and an affiliate of the Hyatt Corporation have agreed to move forward with a program for studying a \$400 million multi-use project on an 18-acre site adjacent to the Pier 4 Restaurant, on Boston's waterfront.

The preliminary concept for the development includes a convention hotel with approximately 1000 rooms, 800 to 1000 condominiums, retail shops, office space and extensive marina facilities.

Mayor White, joined by Mr. Athanas and A.N. Pritzker, Vice Chairman of the Hyatt Corporation, unveiled preliminary studies for the proposed development at a press conference attended by leaders of the Boston business community.

Under terms of his agreement with HBC Associates, Mr. Athanas maintains an ownership interest in the project, which covers Piers 1, 2, 3, north of Northern Avenue, between Piers 4 and the Fort Point Channel. HBC Associates is a joint venture of HT-Boston, Inc., the Hyatt affiliate, and Carpenter Properties, Inc., a Boston real estate firm headed by Richard Friedman. Hyatt Hotels Corporation would manage the new hotel.

Mayor White said, "The inner harbor, particularly the area south of Fort Point Channel, is Boston's 'new Frontier' for the rest of this century. A city which grew up along the water's edge is steadily reclaiming its heritage all along the harbor. And the public-private partnership we are launching today represents one of Boston's boldest, most dramatic moves towards becoming one of the great water cities of the world.

"Nineteen years ago, when Anthony Athanas opened Pier 4, and began acquiring land in this area, he was one of the few people in town who could imagine a future for Boston's waterfront. He was—he remains—an urban pioneer in every sense of the word.

CHANGING THE CHANNEL

Developers put Fort Point artists under siege

By Joan Axelrod

When woodworker Monte Alpert moved to Fort Point Channel 8½ years ago, he found a ghost town. What was once the heart of the wool industry had become a dingy retreat for printers, wallpaper hangers, mattress makers, and other light manufacturers. As Alpert set up shop on the fourth floor of 44 Farnsworth St., his only companions were the dusty printing presses left by Farnsworth Press; he was the only tenant in the nine-story building overlooking Boston Harbor.

But his landlord, Boston Wharf Co., had big plans for the brownstones it built over 100 years ago. Strolling down Melcher Street, Boston Wharf's general manager turned to Alpert and said: "See all this? Some day it will be filled with shopping malls and apartment buildings." If he were truly clairvoyant, he would have predicted condominiums and office buildings. Boston Wharf Co., which owns about 90 percent of the property in Fort Point Channel, has already converted two old warehouses to luxury condos and is in the process of turning a vacant mattress factory into more expensive industrial space.

Now it's toying with plans for 44 Farnsworth St. As far back as three years ago, Alpert was told that his days in the loft were numbered. Then, when his lease expired in December, he was made a tenant at will, meaning he could be evicted with 30 days' notice. And he wasn't the only one. Most tenants, however, have moved out already, leaving the building semi-deserted.

"This building has gone from total occupancy to complete emptiness, then a trickle, an influx, and now an exodus," said Alpert, sporting a neatly trimmed beard and sweats that coated with sawdust.

Much has changed since the woodworker loaded his saws and sanding machines onto the freight elevator in September 1974.

In the early days, when Total Environment Inc. Woodworking was struggling for survival, Alpert rented out space to such rock 'n roll luminaries as James Montgomery, Andy Pratt, Willie Alexander, and the Cars. On one side of the room, Total Environment would be sawing mahogany tables; on the other, James Montgomery would be wailing his revved-up rhythm and blues.

Those were the days when 20-foot trailer trucks clogged the streets (they still do), a bowl of seafood chowder with fish piled over the rim cost 99 cents at the No-Name, Fort Point Channel emptied out at 5

p.m., and no one had ever heard of NoSo (standing for North of South Boston) as Boston's answer to New York's SoHo (South of Houston Street).

Then came 1976 — the year of the Tall Ships. As Monte Alpert and James Montgomery hung out the windows, eating watermelon and watching the Tall Ships, tourists and real estate developers discovered Fort Point Channel. It wasn't long before the Historic Neighborhoods Foundation put Fort Point on its map and the Boston Redevelopment Authority (BRA) began a report with the sentence: "The Fort Point Channel area has the potential of becoming the site of one of the largest public and private development programs in Boston history."

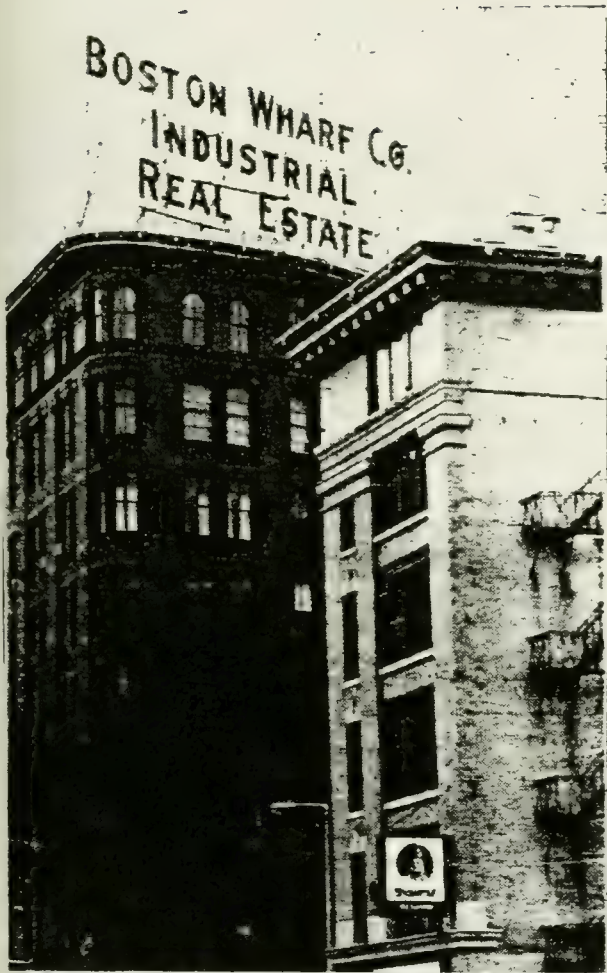
With its waterfront location, proximity to the downtown area, and large tracks of available land, Fort Point could become an extension of Boston's bustling waterfront, no longer psychologically cut off by the murky waters separating South Station from Pier 4. City planners even coined a new name for the area — Waterfront South.

But the South Boston Community Development Corporation already had its own name for the area, and it wasn't Waterfront South. "We call it South Boston Waterfront," said Director Jim Sullivan. "After all, Fort Point is part of South Boston even though the BRA may not choose to emphasize that. Many of the jobs there are held by people who live, pay taxes, and vote in South Boston."

Artists had their own reasons for flocking to the area. In the spartan but sprawling lofts of NoSo, they found high ceilings, space, light, and affordable rent. Not only that: many of the buildings came equipped with freight elevators, sturdy floors, and heavy electrical outlets.

"Most of the things artists do are more compatible with light industry than with residential use," said Suzanna Schell, a member of the board of the Fort Point Arts Community Association, which estimates that artists occupy between eight and ten percent of the square footage of NoSo. "People think artists are neat and quiet, but if you've ever lived under a potter's wheel, you'd know that wasn't always true. Painters use turpentine, which smells and sculptors use heavy-powered equipment that makes noise. A great deal of art smells or sounds like industry."

Tenants of 44 Farnsworth St. were well aware of the interlockings of art and industry. At its heyday in 1980-81, silk screeners, custom wallpaper designers, furniture makers, restaurant equipment suppliers, architects, and printers comprised what Alpert called "a community of small businesses." Back then, he said, "Every inch of the building was



THE ARTISTS WHO WORK IN THESE FORT POINT BUILDINGS may have to leave. (Photo by Susan Woog Wagner)

occupied, making the coffee-truck man the wealthiest guy on the block."

Elliott Simmons, whose restaurant supply business began in his great grandfather's cellar, remembered the late '70s and early '80s as a time when "people were begging for space in the building."

That, however, was before Boston Wharf refused to renew leases. Before the exodus began.

"Boston Wharf couldn't let the building upgrade in a natural way," lamented architect Mary Otis Stevens, whose sixth floor office looks out on ferries, sailboats, and a panoramic view of Winthrop, East Boston, and Charlestown. "The neighborhood had a particular character, a destiny, but now the landlord's going to turn it over to people who have no feeling about the place. They'll come home at 5 after 5 and sip their martinis and look out the window and say 'Gee I'm on the water.' But the people like us who made the area attractive and really care about it have to suffer."

□

Not everyone, however, faults Boston Wharf (which is jointly owned by Towne and Cities Properties of London and Rose Associates of New York) for trying to "upgrade" its properties. In fact, several tenants, past and present, praise the company for trying to capitalize on the neighborhood's new-found chic. "I don't blame them," said Jerry Wise, whose old Textile Waste factory at the corner of Farnsworth and Congress is slated for more upscale use. "If I weren't personally involved, I would have thought it was a terrific idea."

But what about Dockside Place, the residential condos on Sleeper Street? Were they such a terrific idea?

According to sales director Nancy Chadbourne, the condos, which range in price from \$80,500 to \$153,100, have been "doing well considering the economy." That translates to 33 (out of a total of 88) sales since the end of February.

The uncertainty of condo sales may be what's keeping plans for 44 Farnsworth up in the air. "They keep telling us not to worry," says Simmons, the restaurant-equipment supplier. "If the condos don't go well they won't bother us."

But the threat isn't just coming from residential condos. It's also coming from more upscale forms of industry. As the neighborhood becomes more desirable, landlords tend to replace printers, shoe manufacturers, and mattress makers with architects, advertisers, and engineers. For evidence,

walk down Summer Street.

This process of upgrading carries with it few evictions. The landlord doesn't need to exercise that kind of power: he can simply refuse to renew the tenant's lease. Or he can draw up a shorter lease.

What happens to the displaced manufacturers?

Some have moved to the Marine Industrial Park in South Boston, thanks to the Economic Development Industrial Corporation (EDIC). Others have left the city or disbanded.

A survey done by the South Boston Community Development Corporation predicts that, by 1986, Fort Point Channel will have lost 20 percent — or a total of 898 — of its major commercial jobs as a result of conversion, and that doesn't even take into account displacement by other industries. "Between 1979 and 1981," says Sullivan, "106 jobs were lost, and nothing was going on. It was just the two buildings on Sleeper Street."

Artists, however, are in less immediate danger because most of their leases don't expire for another year or two. Although Boston Wharf has no overall scheme for artists, general manager Robert Kenney says "We wouldn't have put them in if we didn't think they were an asset to the area."

Or, as one tenant-at-will puts it, "They represent a cute little SoHo look."

But the artists' association doesn't want NoSo to become another SoHo. If the neighborhood became too chic, says artist Suzanna Schell, all but a handful of rich artists would be forced out of their studios. "What we'd ideally like is the status quo continued," says Schell. "We'd like to continue to work

and not worry about the future."

Their future, however, hinges on an agreement between Boston Wharf Co. and the BRA, which is still in the works.

What the city's looking for, according to BRA projector coordinator Matt Coogan, is diversity. "We want to avoid the situation," he says in a 1980 Phoenix article, "where Fort Point, or any part of the city, works for just one mold of human being. In the long run, that kind of thing won't work for anyone."

Coogan sees the city's role as consultant, not controller, in the development process. While the city's master plan should minimize disruption to the area, he says, it shouldn't try to control the marketplace. Nor can it take responsibility for displacement.

Which has prompted one tenant at 44 Farnsworth St. to decide to move to San Francisco. David Ron, an owner of The Twigs, a custom-made wallpaper company whose clients include the Metropolitan Museum of New York, Bob Hope, and Frank Sinatra, says he decided to leave Boston after meeting with the BRA, EDIC, and looking in vain for a new location for over a year.

"The new locations they offered didn't make any sense for us. It would be too expensive to fix up the space, and the city wasn't willing to pay the development costs," says Ron, who came to 44 Farnsworth after being evicted for condo conversion on Battery March Street. "Boston isn't like other cities. The mayor of San Francisco called us directly and offered to pay 95 percent of our development costs. What's happening to small businesses in Boston is really very sad."

MAY 20 1982

New
England
Newsclip

IAN MENZIES

Needed: help for art's sake

¹³⁵⁰
It is a street of contrasts, but also of coexistence, where the raw roar of modern horsepower meets the quiet artistry of centuries.

On A street, South Boston, trucker and artist share working space.

Outside the massive warehouses, big 18-wheelers rumble by, some ponderously backing in and out of loading platforms, while high up, behind the red-brick walls, oblivious to the street noise, the artists of Fort Point Channel quietly work.

More than 200 artists occupy the loft spaces of Fort Point — painters, sculptors, woodworkers, potters, weavers. They are on Congress and Summer streets, as well as A street, most on the topmost floors, where rents are cheapest.

But what is written here is not intended as yet another Bohemian peek at Boston's artists; another "oh, wow," story. It will not look on artists as akin to shade trees — providing urban ambience on a meager sustenance.

Rather it will be a plea to the city to consider the needs of its artists; consider those to whom art, not money, is the driving reward, but where, nevertheless, some minimum standard of living must still be met.

"Artists don't ask much," says Linda Huey, now on her way to becoming a distinguished potter after 10 years of struggle, "but they need some stability."

It is stability that eludes the artist. Having found studio space, an artist almost immediately runs the risk of losing it because merely by the artist's presence, the property is viewed as "improved." We know of gentrification, but there is also artification.

"These disruptions are terrible," says Huey. "Our small incomes end while we hunt for new space. It's impossible for some artists to survive these continuous moves."

Yet true working artists, not those who crowd around to lap up the reflected life-style, do give youthful zest and creative depth to a city.

Artists add an immeasurable dollar value to Boston and other favored cities, but that is just the trouble — the value is immeasurable. How can one put a bottom line on ambience? But perhaps we should try.

The artists of Fort Point Channel, a movement that gained momentum following the Jamaica Plain factory fire of 1976, are rightly nervous of their relatively new-found space.

This year they even decided against holding the same "open house" as they did last May, fearing it might trigger a market rush on where they work.

"People see these spaces," says Huey, "and immediately want to move in."

Members of the Fort Point Artists Community Inc. — a newly formed representative organization — are now reconsidering their decision against an open house this year and may hold it in October. They are also considering a summer series of conducted studio walking tours.

The new organization, which this spring received a \$27,000 grant from the National Endowment for the Arts which has to be matched by local contributions, has now an executive director, Jero Nesson, a former planner with the Massachusetts Department of Communities and Development.

The challenge facing Nesson is how to maintain the spaces the artists now have: spaces that rent for \$3 per square foot, which may seem cheap to some, but to the average Massachusetts artist, earning \$13,000 a year including income from part-time teaching or some other job, is still a goodly sum.

Boston might also consider amending its zoning so that studios, for instance, in order to be lived in (not a choice of artists but often an economic necessity) are not required to have individual bathrooms. "What's wrong with communal bathrooms?" says Huey. "University dorms have them."

But how to keep the rents down? Daniel Rose of New York City, now building the 45-story Dewey Square tower, a \$100 million development beside South Station, owns some 85 percent of Fort Point property behind and around Museum Wharf.

Would it not be possible for the city, through the Boston Redevelopment Authority, to work out a trade-off with Rose, give him certain development benefits, street improvements or acceptable variances provided he allocates certain spaces for artists at low rates over a long term?

Rose, a Yale and University of Paris graduate, is described by associates as "a cultivated man." Robert Ryan, director of the BRA, has been sympathetic to the plight of Boston's artists and recognizes their value to the city.

Between intelligent men, surely some mutually beneficial arrangement should be possible.

EDIC Plans To Acquire Boston Army Base Bldg. 114 For Garment Industry Move

New

England

News 11

1 1982

Boston--The Economic Development and Industrial Corp. of Boston recently announced plans to acquire and seek a developer for one of the largest industrial buildings in the Metropolitan Boston area.

The development of Building 114 at the Boston Army Base is being made possible by the relocation of the U.S. Army into the rehabilitated Barnes Building at Summer and D Streets in South Boston. EDIC plans to buy Building 114 from the General Services Administration, after the Army completes its move this spring.

Building 114 holds vivid memories for thousands of men who got their first taste of the Army there, when they were inducted into service during World War II and the Korean conflict.

Ideal Location

Located at 666 Summer Street next to the EDIC's Boston Marine Industrial Park (BMIP), the Boston Army Base is less than five minutes from downtown, it is ten minutes from Logan International Airport and direct bus service to South Station is available.

Building 114 is a massive 1.6 million square foot structure that is comparable to placing the Prudential Center on its side. The eight story, concrete building has 14 foot ceilings and 30 freight and passenger elevator shafts. The building has rail service, and ship docking facilities are available both at the Base and at the BMIP.

In October, U.S. Congressman John Joseph Moakley announced that EDIC had received a \$75,000 Department of Defense grant for an engineering study of Building 114. The study conducted by Anderson-Nichols and Company indicates that renovations will cost approximately \$18 million. The building is structurally very sound, but new utilities, mechanical and electrical systems and new elevators are needed. The cost will give potential investors or developers substantial depreciation allowances. Because the building is over 60 years old, it also qualified for a 20% investment tax credit.

Reduced Rate Financing

EDIC is working to supplement development costs with public financing at reduced interest rates. EDIC's financial resources include access to industrial revenue bonds, Urban Development Action Grant loans and Community Development Block Grant loans. Massachusetts Government Land Bank financing and other State loan programs are also being considered.

Another major incentive for developers is that 28 Boston garment companies could move into the building immediately and fill approximately 600,000 square feet.

Industry Stable

Apparel manufacturing is Boston's second largest industry, and employs approximately 8,000 people, it is a stable industry, despite the loss of 5,000 jobs between 1969 and 1980. That job loss was due almost entirely to a decline in men's and children's apparel production. The decline in Boston paralleled a national trend in the apparel industry, which faced more and more foreign competition.

Today, national trends show the stabilization of various apparel industries, especially women's. Nationally, total sales rose 12% in 1979.

In Boston, production of women's clothing has increased - from 47% of Boston's total apparel production in 1969 to 65% in 1980. That increase is expected to continue because of rapidly changing clothing styles. Imports haven't affected the fashion-sensitive women's dress industry as much as other areas.

Companies Ready to Move

EDIC began working with Boston's apparel industry a year ago, when a number of companies in Chinatown requested real estate assistance. Tufts - New England Medical Center had options to buy two buildings there from the Drucker Company, and 11 of the City's largest garment companies were facing rent increases and tenant-at-will status. A total of 185 garment companies in the area face similar problems because of office development by private firms.

The Chinatown garment companies employ approximately 4,600 people and approximately half those jobs are threatened by office and medical expansion in the area.

Many garment companies agree that Army Base Building 114 is the best location for a new garment center, and last fall they rallied around EDIC's relocation plan.

Twenty-eight companies, employing a total of 1,455 people, formed the Garment Industry Relocation Association and hired Urban Consulting Associates to help make their relocation to the Base as smooth as possible.

Space Needs Determined

Urban Consulting, headed by Robert Kenney, has already determined the companies' space and utility needs, their moving costs and the cost of their leasehold improvements.

The 28 companies, 18 of which make women's clothing, need between 576,900 and 670,300 square feet of manufacturing space - nearly half of Building 114. Twenty companies have increased their gross sales in the last three years, and they plan to purchase new machinery and make substantial leasehold improvements.

Garment workers have also been surveyed and the workers' daycare, transportation and food service needs have been defined. Most use public transportation and they agree that a shuttle bus between South Station and the Army Base is critical.

Timing Is Key Issue

Timing is essential in this project. EDIC must relocate the garment companies into the Base before they give up, close down or leave town - a prospect that could be devastating for the City's second largest industry and for Chinatown.

EDIC is continuing its preparations to buy Building 114. DeBlois and Maddison has completed an appraisal of the Building for EDIC, and the Corporation is waiting for the General Services Administration (GSA) to complete its appraisal.

EDIC is working with the Army to lease Building 114 on an interim basis until the final sale is completed.

SEP 13 1982

New
England
Newsclip

Identity crisis at Fort Point?

Artists, developers say 'Southie's my home town'

By Joan Axelrod

South Boston has become a community shrouded in myth: a world of Jimmy Kellys and Ray Flynns, of freshly painted triple deckers and St. Patrick's Day parades. The real South Boston is more difficult to define. It's a community of contrasts: housing projects and homeowners, blue-collar workers and artists, new industry and old world crafts.

The closer South Boston comes to South Station, the more obvious the contrasts. Here, along the murky waters of Fort Point Channel, warehouses once packed with wool and leather now hold a diverse group of manufacturers, artists, white collar professionals, and condo dwellers. They're all part of South Boston, though some don't realize it. The location, just yards away from South Station over the Congress Street Bridge, makes it seem like an extension of downtown. No wonder city planners call it Waterfront South.

But Jim Sullivan, director of the South Boston Community Development Corporation, has his own name for the area — South Boston Waterfront. To him, Waterfront South signifies rejection of South Boston in favor of a more posh downtown identity. That, he says, is something South Boston can't afford: too many residents depend on jobs in the area.

Sullivan isn't the only one struggling for a piece of the turf. He's joined by a growing number of artists who arrived on the scene in 1980, attracted by the area's large open spaces and low rents. Word traveled fast. Before long 200 artists had set up lofts in Fort Point. With them came the galleries, bright colored banners, and Fort Point Arts Community.

Meanwhile, their landlord, Boston Wharf Company, was drawing up plans for condo conversion. Convinced that the area was ready for a new boom, Boston Wharf, which owns about 80 percent of the real estate in Fort Point, decided to turn two old warehouses on Sleeper Street into the luxury condos of Dockside Place. Not surprisingly, Sullivan put up a fight, as did the artists.

The two groups, however, are not always on the same side of the fence. It's not that Sullivan sees the artists as adversaries. Instead, he views them as pawns of a property owner hoping to speed up development. Artists, he says, are easy targets for displacement because they live in buildings illegally (a point artists strongly contest), thus easing the way for a zoning variance. At

BOSTON GLOBE
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NOV 5 1982

New
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Fort Point fire safety

Page 18 of the Nov. 1 Globe carried a report of a fire in a building located on the Fort Point Channel in downtown Boston. This latest example of "remodeling arson" has a curious twist to it. Little thought has been given by the city to the firefighting requirements of buildings that are located on channels and waterways.

The White administration's rush to abandon Fort Point Channel, by blocking it off with closed bridges, is so far silent to the need for fireboat access, which is the only effective way to control wharf fires. Deputy Fire Chief John Clougherty said "It was difficult because we couldn't fight it from the water ..."

The simple point is that this city was built on the assumption that access from the water to surrounding properties not only enhanced the value of the place but also that such access would further guarantee public safety.

Wharf fires costing \$100,000 that occur adjacent to The Children's Museum and Chief Clougherty's statement may signal to us that some parts of our waterfront development are not well thought out. What do you say, BRA?

THOMAS ENNEN
Executive Director, Boston
Harbor Associates

Boston

Burning questions at Fort Pt.

By Joan Axelrod

It may have been a coincidence. Just as 305 Congress St., the old Strazula tomato factory overlooking Fort Point Channel, was being prepared for demolition, a spectacular fire, later declared suspicious, ripped the vacant building in half. What was once aluminum siding now looks like a roll of over-exposed film, shiny brown strips curled surrealistically around layers of charred wood.

The old tomato building, as neighbors called it, was slated for development by a team including former gubernatorial hopeful John Lakian. Stuart Management Corporation, with Lakian as treasurer, plans to turn the 19th century warehouse into a six-story office building or, as the promotional announcement puts it, "a jewel among giants... the unique new address on Boston's business thoroughfare." The Ledger was unable to reach Lakian for comment, but, says Stuart Management president David Keating, "He (Lakian) was rarely involved. He was just an investor and had nothing much to do with the project. He may have been treasurer or clerk. I'm not sure."

Before the "jewel among giants" can open, the old tomato building must come down. That involves reams of red tape. Although 305 Congress St. is privately owned, its pilings reach into the public waters. Therefore, demolition requires approval from a host of public agencies: the Department of Environmental Quality Engineering, Boston Conservation Commission, and Mass. Coastal Zone Commission, to name a few. The conservation commission alone set forth 26 conditions, regulating everything from debris (none in the channel) to protection of the fisheries.

Those regulations, according to arson activist Michael Moore, are potential kindling for suspicious fires. As Moore sees it, the numerous regulations make legal demolition cumbersome and expensive. A fire can be a much quicker way to bring down a dilapidated building.

Stuart Management's Keating says that's not the case with 305 Congress St. He insists that, if anything, the fire makes demolition more expensive. Had the building not burned, he says, Stuart Management would have been compensated for its salvageable materials, now mostly buried under the rubble. As for insurance, Keating claims only a small amount, though he failed to say just how small.

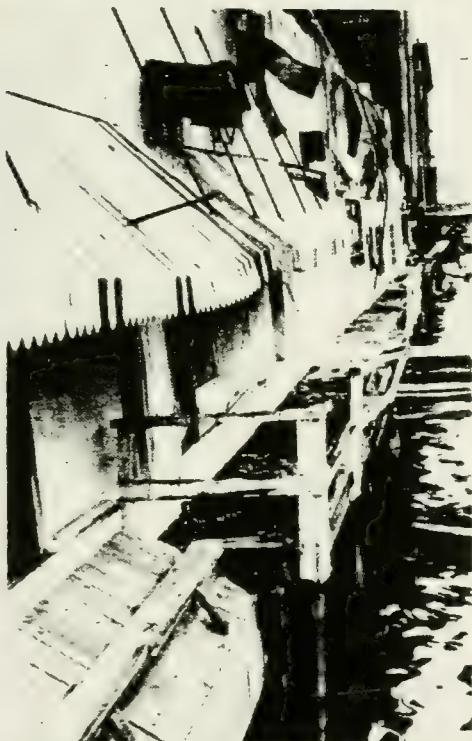
Residents and workers of Fort Point remain wary. Several of Keating's neighbors have come to equate development with arson for profit. They've seen a pattern emerge.

The pattern goes like this: a neighborhood suddenly becomes desirable. Developers show interest. Suddenly there's a rash of suspicious fires. Fort Point fits the pattern. Its proximity to the waterfront recently landed it a slot on Boston's list of up-and-coming neighborhoods. Streets once clogged with pick-up trucks have become thoroughfares for businessmen, artists, and condo dwellers. Old wool warehouses have re-emerged as new office buildings. The path has frequently been marked with fire.

According to arson squad Chief Paul McCarthy, the number of fires in Fort Point has tripled in the past year. "I don't know what's going on there," he says. "I imagine there's some profit, some vandals." One of McCarthy's colleagues, Firefighter Bob Foley, was familiar with 305 Congress St. "It wasn't vandals. Vandals would have started a small rubbish fire, that's all," he explains. "This one was really going good when we got there. Maybe someone's trying to burn the place down."



IT COULD HAVE BEEN COINCIDENCE that the so-called tomato building burned just as renovation on it began.



DEMOLITION OF THE TOMATO BUILDING requires the approval of a host of city and state agencies. (Photo by Oded Burger)

Manny Costa had a similar feeling about his old fruit warehouse at 321 Congress St., just a couple doors down from the tomato building. Last May, a suspicious fire broke out in the elevator shaft of Costa Fruit, causing \$1.5 million in damage. As the fire smoldered Costa was besieged by developers. One offered to buy the building for \$100,000 — a fraction of Costa's asking price. "Someone may have wanted to devalue the price," says the owner from his new warehouse in Charlestown. "I can't help but think there's some master plan by developers to sweep up the buildings."

Some staffers and patrons of the McDonald's across the street agree. "It wouldn't have hurt for the developer to burn down the old tomato building," asserts a young seaman who grew up along the channel. "That's just pure assumption of course. Things are changing fast."

Stuart Management is part of that fast change. Keating hopes to begin construction within the next two weeks, though not on the same bright note he had anticipated. "When you're about to start a whole new project and there's a fire," he says. "It doesn't look good."

JUL 30 1981

New
England
Newsclik

Fort Point Channel Measure Gets Initial Approval

WASHINGTON, D.C. The House Public Works Committee and its Water Resources subcommittee have approved a measure to allow the City of Boston to construct a fixed-span bridge over Fort Point Channel in South Boston.

Unanimous approval came on a voice vote after Massport Executive Director David W. Davis and Congressman John J. Moakely testified in favor of a fixed span structure to facilitate traffic over the aging Northern Avenue drawbridge.

The project still awaits approval by the full House and Senate inasmuch as Congress has jurisdiction over navigable waterways.

Davis told the committee that a new Northern Avenue bridge is a "key component in the region's seaport access roadway system."

"Without a fixed-span Northern Avenue bridge, truck traffic will most certainly divert to other bridges, causing congestion and diminishing the effectiveness of the seaport access system improvements underway," Davis told the subcommittee.

Massport, which owns and operates the Massport Marine Terminal, the Castle Island Containerport, the Boston Fish Pier, Commonwealth Flats, the Foreign Trade Zone and other properties in the immediate area has purchased the fixed-span structure as a means of reducing traffic impacts in the residential areas of South Boston.

Congressman Moakley of South Boston, author of the Congressional Proposal, filed at the request of Boston Mayor Kevin H. White, said that the 74-year-old drawbridge which connects a small section of South Boston to the city proper is "rapidly deteriorating" resulting in large maintenance bills for the city.

Plans call for the drawbridge to remain open as "a historic sea-oriented museum and landing area" as an adjunct to a new bridge, which would cost \$12 million.

Joseph Cassazza, Commissioner of the Boston Public Works Department said that a new bridge was "absolutely mandatory to facilitate the heavy truck traffic that now must pass through South Boston."

Matthew A. Coogan, BRA project coordinator told the subcommittee that the Fort Point Channel is only a viable waterway for very small boats. Ships no longer carry sugar, gypsum, coal, molasses and other cargoes up the channel as they did half a century ago.

The Congress and Summer Street bridges beyond Northern Avenue have been closed for many years and the distance is only 800 feet between Northern Avenue and Congress Street.

The new fixed bridge would be 15 feet above the water at high tide which would allow lobster boats and private power craft to go through but keep out all but the smallest sailboats.

According to various planning studies truck traffic to South Boston is expected to double in 10 years, which means that truckers will not use the Northern Avenue Bridge if it is movable because they will be afraid of expensive delays.

Hugh O'Rourke, Executive Secretary of the Fisheries Assn, argued for passage of the proposal on behalf of the Boston Fish Pier users who use the bridge to transport their iced fish to the airport.

Ft. Point Channel

BOSTON GLOBE
BOSTON, MA.
D. 490,000

JUL 23 1981

House panel OK's Ft. Point Channel bridge

By Patrick McDonnell
States News Service

WASHINGTON - A House panel today voted to give the City of Boston permission to construct a fixed-span bridge over Fort Point Channel to replace the existing drawbridge.

The House Public Works and Transportation Committee took the action by unanimous voice vote shortly after proponents and foes of the city's plan argued their cases before the Water Resources Subcommittee.

The project still must receive approval of the full House and Senate. Congress has jurisdiction over navigable waterways.

"Replacement of this bridge is absolutely mandatory," said Joseph Cassaza, commissioner of the Boston Department of Public Works.

Cassaza and other city officials, accompanied by Rep. Joe Moakley (D-Boston), argued that the existing 74-year-old Northern Avenue Bridge is "rapidly deteriorating," incurring large maintenance bills for the city. In addition, they contended that a new bridge - estimated to cost \$12 million - is needed to facilitate the heavy truck traffic that now passes through residential South Boston rather than use the congested bridge.

Opponents argued that construction of a fixed-span bridge, which would restrict boating, would be the death knell for Fort Point Channel.

"The argument that the bridge is a traffic impediment is poppycock, pure and simple," declared Duncan Smith, representing the Fort Point Channel Users Group. A fixed-span bridge, he added, would transform the channel into a "muddy, ugly backwater."

Opponents argued that the existing structure should be rehabilitated, or that a new moveable span bridge be constructed. Echoing this view was Dean Johnson, executive director of the Boston Harbor Associates, a public interest group, and Francis F. Farrell, treasurer of the McKie Company, a derrick and barge company that would be displaced by construction of a bridge.

Speaking on behalf of the bridge construction project were Cassaza, Moakley, David W. Davis, executive director of the Massachusetts Port Authority, Matthew A. Coogan, project coordinator for Fort Point Channel for the Boston Redevelopment Authority and Hugh F. O'Rourke, executive secretary of the Boston Fisheries Association, Inc.

JUL 22 1981

New
England
Newsclip

Debate over new bridge for Northern av.

By Fred Pillsbury
Globe Staff

The Northern Avenue Bridge, which crosses Fort Point Channel to connect the downtown area with Commonwealth Pier and other parts of the South Boston waterfront, is so old that the Coast Guard has said it is eligible for the National Historic Engineering Register. At 66, it is more than acting its age.

When a boat goes through, the bridge takes 20 to 30 minutes to swing open and close, and now and then its ancient metal expands in the heat and it refuses to close at all.

This causes traffic jams that extend for miles, frays a thousand tempers and costs businesses money. Hardly anyone thinks about history when that happens.

Just about everybody — the Boston Redevelopment Authority, Massachusetts Port Authority, South Boston residents, merchants, truckers, fishermen and yachtsmen — agree that the bridge should be replaced. They argue heatedly, however, as to whether a new bridge should be movable or fixed.

Tomorrow morning a bill introduced by US Rep. J. Joseph Moakley (D-South Boston) providing for a \$12 million, fixed-span replacement will be aired before the House Committee on Public Works in Washington. The BRA, Massport and the Boston Fisheries Assn. will be among those supporting the legislation and the Fort Point Channel Users Group, Boston Harbor Associates and the Sierra Club will argue for a new opening bridge.

"I don't see this as a big guy vs. little guy issue," said Matthew A. Coogan, BRA project coordinator, who will testify for the city tomorrow. To Coogan, the Fort Point Channel is not a viable waterway for any but very small boats. Ships no longer carry cargoes up the channel as they did half a century ago.

The new fixed bridge would be 15 feet above the water at high tide, which would allow lobster boats and private power craft to go through but keep out all but the smallest sailboats. The city has plans for a marina below the bridge.

Truck traffic to South Boston is expected to double in 10 years. The truckers, Coogan says, will not use the Northern Avenue Bridge if it is movable because they will be afraid of expensive delays. Hugh O'Rourke, executive secretary of the Fisheries Assn., said that Fish Pier users must be sure they can get their iced fish over the bridge to the airport on time.

Duncan Smith, chairman of the Fort Point Channel Users Group and director of the Museum of Transportation, agreed that the traffic problem is serious but said the bridge is "totally incidental" to it. He said the real traffic problem lies in the harbor tunnel and in the Central Artery, and a new bridge cannot fix it.

Smith and Dean Johnson, executive director of Boston Harbor Associates, said a modern movable bridge can open and close in five to 10 minutes. Although it would cost 30 percent more to build, plus operating costs, a movable bridge would more than pay its way by keeping valuable space for both commercial and pleasure boats useful and by stimulating development of the area, they said.

BOSTON GLOBE
BOSTON, MA
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JUL 20 1981

New
England
Newsclip

Boaters float protest over threat to Northern av. drawbridge

By Kenneth Cooper
Globe Staff

The protest on the Fort Point Channel in Boston yesterday was subdued and unobtrusive. There were no chants, no speeches and no picket signs. In fact, the object at the center of the protest produced more noise than the demonstrators.

A handful of boaters, channel users and their families rode a few pleasure craft through the Northern avenue drawbridge to express their opposition to a bill presented to Congress that would permit the replacement of the rusting structure with a fixed span, thereby limiting boating in the channel.

But the protest by sea did not disrupt the normal flow of highway traffic over the bridge connecting downtown to Commonwealth Pier, various waterfront restaurants and other parts of the South Boston waterfront. On each passage through the bridge, the protesters' boats trailed the Calliope, a 75-foot steamboat that plies Boston Harbor on daily tours.

"The point of the gam (a gathering of sailors) is to come in and use the channel," Duncan Smith of the Museum Wharf said aboard his 24-foot sailboat. "This is not a big, screaming protest. We're not trying to raise a big stink. We're trying to save a piece of the harbor that has finally come alive."

The renewed controversy over replacing the 86-year-old swing bridge with a stationary span has pitted the fishing industry, restaurateurs, and officials of the city, the Boston Redevelopment Authority and Massport against recreational, tourist and commercial concerns located on the channel between Northern avenue and the Congress street bridge. Included in the latter group are the Children's Museum and the Transportation Museum.

Thursday a House subcommittee has scheduled a hearing in Washington on a bill, which Rep. J. Joseph Moakley (D-South Boston) said he filed at the request of Mayor Kevin H. White, to permit the abandonment of Fort Point Channel as a navigable water-

way and the construction of a fixed span at Northern avenue.

Earlier this year the Coast Guard ordered the city not to close the bridge to marine traffic during lunch hours. Bridge openings to allow marine passage had been blocking access for pedestrians and vehicles headed to the various waterfront restaurants along Northern avenue and the Boston Fish Pier. Anthony Athanas, owner of Anthony's Pier 4 Restaurant on Northern avenue, offered the only written support for the city order that the bridge not be opened.

Yesterday's protest, billed as a "Boston Harbor Fleet Muster and Gam" by its sponsors, Boston Harbor Associates and the Bay State Boat Owners' Assn., was due to start just before lunchtime. But when the Calliope signaled its departure on a noon run with a long toot, only Smith's sailboat and a tugboat were anchored together on the harbor side of the bridge.

The Calliope's signal sent four city workers scurrying from the red-shingled bridge house and its worn wooden platform, where one worker was lounging in the sun and another was fishing. The workers ordered about 10 anglers on the platform in the middle of the channel to move away from the bridge, back behind a yellow line. A few anglers grumbled.

After climbing a metal ladder to the bridge deck, the workers hustled to each end of the dull brown bridge and closed the orange gates to the four-lanes of traffic and two walkways. As two workers struggled to throw a large lever, a third flipped a control switch. Pressurized air whistled from four valves that resemble black fire hydrants. The wood-planked midsection of the bridge chugged, started with a jolt and swung slowly until it was perpendicular to Northern avenue.

As the Calliope passed through, 40 passengers listened to the guide's explanation of commercial fish-



View from Northern Avenue bridge looking toward Congress Street bridge.

Boaters float a quiet protest

■ BRIDGE

Continued from Page 13

ing. Seven minutes later the bridge was back in its original position. Five bicyclists were the first to cross, followed by four lanes of highway traffic and about 75 pedestrians.

When the Calliope returned about an hour later, a lobster boat, Smith's sailboat, a Chesapeake skipjack, a cabin cruiser and a yacht followed the tour boat through the bridge.

Jerry Maguire, vice president of the boat owners association, charged the bridge workers customarily do not open the bridge for recreational boaters. "You can go out there and toot, but they won't open it — only for the Calliope," Maguire said.

Smith lamented the lack of a public marina in the harbor, sug-

gesting the channel is best suited for that use because it is well-protected. "The key to the development of this waterway is that bridge," he said, standing in his sailboat. "Either it kills the channel or gives it a chance to find a creative use."

"The classic pressure here is that the automobile should have the right-of-way," Smith commented. "The harbor should have the right-of-way."

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7

1981

Fort Point Channel

Opponents say fixed bridge will destroy Boston waterway

By JIM FLANNERY

A battle is shaping up over Boston's Northern Ave. Bridge and whether its replacement will halt marine development along Fort Point Channel.

The 66-year-old drawbridge is slated for replacement, and the city has proposed putting in a fixed span bridge that opponents say will inhibit development of traditional waterfront businesses in Boston's Inner Harbor.

Currently, the focus of the controversy is in the U.S. Congress, where U.S. Rep. J. Joseph Moakley, D-South Boston, has introduced a bill (at the city's request) to abandon Fort Point Channel as a navigable waterway.

Passage of the bill would be the prelude to building a fixed-span bridge, 16 feet above the high water mark and 200 feet up channel from the drawbridge. Neither side disputes the need to replace the bridge, but they disagree on two points: whether the fixed bridge would impede waterfront business development and whether a drawbridge would further congest traffic in South Boston.

Duncan Smith, director of

marine development at the Museum of Transportation, up channel from the bridge, is the central figure in the Fort Point Channel Users Association, a group of 15 lobstermen and 10 others who have an "abutting interest" in the channel.

Smith says the Boston waterfront has undergone a dramatic revitalization over the past 20 years, but that the trend has been toward its "gentrification," pushing lobstermen, tow-boat operators, water and gasoline boats, and the small boat fishing fleet out of Boston's harborfront.

Smith describes the conflict as a classic one, between "harbor uses and water uses" as Boston's waterfront builds back up.

"There's no place left for the guy who runs the 40-foot fishing boats or sets out 60 traps," Smith said. "Over the last 30 years, they have been absolutely bulldozed under. We see the channel being perhaps the salvation of a whole group of people who have nowhere else to go."

Yet, on the city side, Joseph Casazza, commissioner of

Boston's Department of Public Works, maintains that the fixed-span bridge will "accommodate anything going through there right now. It wouldn't accommodate vessels that went through there years and years gone by."

Casazza said the bridge project has been "studied and restudied" the past seven or eight years and that for once the city and state are in concert: A fixed-span bridge would be better.

Construction of a drawbridge would cost 25-30 percent more than a fixed-span bridge, and the annual payroll for the 12-man, around-the-clock bridge-tending crew is \$150,000 to \$160,000.

Yet, despite the city's precarious financial position (Proposition 2½ has nearly bankrupted its school system), city planners say the fixed bridge is needed to avoid anticipated traffic congestion in South Boston.

The Boston Marine Industrial Park, a container port planned for more than 10 years, is being built at the old Boston Army Base in South Boston and will draw a "massive number of trucks," said Matt Coogan, a planner for the Boston Redevelopment Authority.

The port will be near a "community of moderate-income people," he said. "We don't want the trucks to go whomping through their streets. We want to set up two or three credible routes out of the industrial park and onto the expressway."

A drawbridge on Northern Ave. does not make it a credible route, he said.

Coogan and others favoring the drawbridge note that Congress and Summer streets bridges, several hundred yards up the channel, both are inoperable drawbridges that at any rate make the channel unnavigable beyond that point.

And Coogan says that only one business, a lightering company, McKie Co., would be forced off the channel by a fixed bridge.

Yet Smith maintains that building the fixed bridge effectively will ban sailboats from the channel, excluding any possibility of building a marina up channel.

Making the channel "unnavigable" will "really be a great loss in potential growth," Smith said. "Marinas, commercial use, ferry and commuter boat use. It will be the concluding sentence on the thing."

"When they seal water off with a fixed bridge, it's a prelude to fill."

Smith said his users association is going "full bore on a congressional campaign to get this juggernaut turned around" by defeating the bill abandoning Fort Point Channel as a navigable waterway.

MAR 14 1981

New
England
Newspelling

A channel that works

Until well after the turn of the century, it was possible to take one of the beamy schooners used in the coastal trade up the Fort Point Channel as far as where Boston City Hospital now stands, and to unload its cargo at the piers adjacent to the old New Haven Railroad lines. The channel ends well short of there now, dead ending at East Berkeley street in a tangle of rotting pilings, but it still holds the potential to serve as a key element in the transportation scheme of Boston Harbor.

That potential is threatened, however, by several short-sighted decisions which are now pending over such seemingly unrelated matters as the Northern Avenue Bridge, the Seaport Access System and the Bird Island Terminal.

The recent attempt by Boston Public Works Comr. Joseph Casazza to limit what little mar-time access there still is to the Fort Point Channel provided a tip-off to the way these decisions are apt to go if the various public and private interests do not take a new look at the channel from the viewpoint of Boston as a port city. Its value should be obvious.

The immediate issue is the Northern Avenue Bridge. It is a handsome, swing-span structure old enough for designation as a historic landmark. It can barely accommodate its daily traffic demands, and in the summer months the swing-span (which can tie up traffic for a quarter-hour when it is working) has a tendency to stick open. It is the most direct route to the Central Artery (and thus to the Mass Pike and Logan Airport) from the resurgent Fish Pier and the Marine Industrial Park (future home of the long-sought Containerport), as well as to and from two of Boston's most popular expense account-lunch restaurants.

There are plans — almost ready to go out for final design — to replace the bridge with a fixed-span 150 feet farther up the channel with a vertical clearance of 16 feet at high tide. The lobster companies now in the channel will still be able to use it, as will most small powerboats.

Although a new bridge appears to improve the access to the Fish Pier, the future Containerport and the other industrial developments which are expected in South Boston within 15 to 20 years, it may create its own problems. The Boston Redevelopment Authority and the Massachusetts Port Authority are considering several access routes to accommodate the anticipated commercial traffic; all the alternatives rely on a new fixed-span Northern Avenue Bridge and would thus rumble caravans of tractor-trailers right past the luxury hotels which restaurateur Anthony Athanas would like to build on vacant land between the channel and his Pier 4 Restaurant, and dump them on the Central Artery at one of its most congested points.

Neither a new Northern Avenue Bridge nor a super seaport access highway will clear other traffic bottlenecks. The small van loads of fish bound for air freight out of Logan may get out of South Boston faster, but they will still get bogged down on the Central Artery or at the tunnels. Nor will high-tech shipments from Rte. 128 get to Logan any faster.

Although land-based planners have missed the connection, a navigable Fort Point Channel, coupled with imaginative use of the harbor itself, could solve much of the problem.

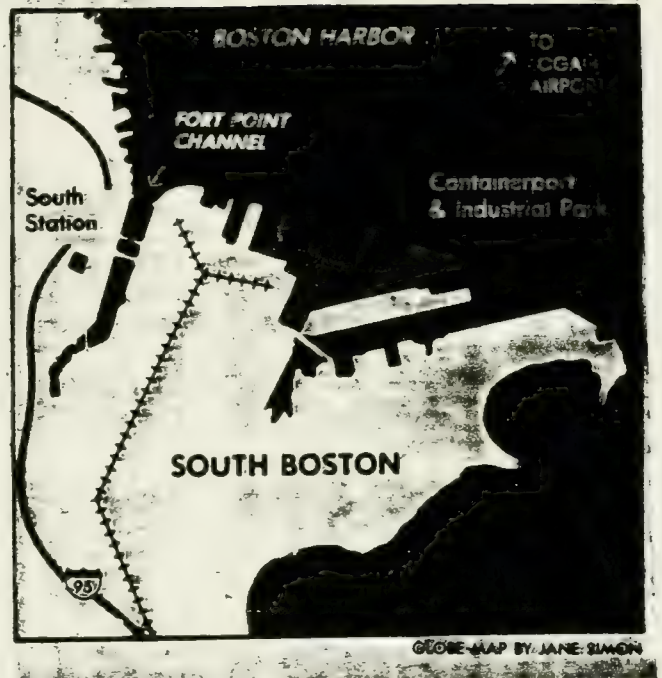
Imagine a young fellow with a converted lobster boat making hourly shuttle runs from the Fish Pier to a small pier at Bird Island Flats, site of the proposed Massport air-cargo terminal, and barely three-quarters of a mile across the harbor from the Fish Pier. A small crane at either end and a partner with a small van completes this transportation connection.

In some even more visionary — but just as practical — day the Fish Pier shuttle boat could dovetail its schedule with a small freight transport boat shuttling high-tech cargoes over to the Bird Island terminal. The light and compact high-tech cargoes — already packed in air cargo pods — would have arrived by truck over the Mass Pike to be dropped off at a small freight dock on the Fort Point Channel behind South Station. Once onboard the freight shuttle boat, they would be out the channel and across the harbor, a run of under two miles.

Looking a few years ahead, the roadway that connects the Mass Pike and the Central Artery with the Fort Point Channel freight dock might be extended as the access highway to the Containerport, continuing out along the railroad right-of-ways.

The major trade-off necessary to allow all this to happen is a Fort Point Channel open to navigation beyond Northern Avenue, at least as far as Congress Street. A modern swing-span bridge — one that opens and shuts in scarcely more time than a traffic light sequence — will ensure that freight shuttle boats with reasonable capacity can pass through.

If this scenario sounds too utopian, it is because Boston Harbor, so long neglected and ignored, is now seen more as a scenic backdrop to Boston than as a working part of the city. The remarkable revival of the Waterfront itself with its hotels, condominiums and office buildings has been very largely unrelated to any maritime purpose. The great thing about the harbor itself, however, is that it remains and still has the capacity to function as efficiently and effectively as it did back when you could unload a coastal schooner not far from the new Crosstown Industrial Park.



New England Newswatch

A division of New England Newspap

Five Auburn Street/Framingham, Massachusetts 01701/(617) 879-0342

Date
Time
Station
Program

March 8, 1981
6:00-6:30 P.m.
Channel 4 WEE TV
EYEWITNESS NEWS

Transcript

Account Number

DAVID SCOTT:

A 66 year old Northern Avenue drawbridge that spans Boston's Fort Point channel is now the subject of an expanding harbor front controversy. Eyewitness Newsreporter Jennifer McLogan has the details of what one pier fisherman calls round one of the final battle.

JENNIFER McLOGAN:

The issue centers around the proposal to make the current swing bridge a fixed bridge which would make it impossible for any sizable vessel to navigate the channel. That upsets captains, owners and crews of commercial fishing boats as well as many museum directors and harbor revitalizers who claim with the channel shipping reborn, the bridge must be retained and repaired.

FISHERMAN:

My fishing boats here, as you can see, these commercial boats here, have to have access to the open ocean at all times. Since they put these closing periods in this last summer, we've lost three commercial fishing boats already with an income of approximately \$600 a month.

JENNIFER McLOGAN:

On the other side of the issue--restaurant owners, Commonwealth Pier and the IBA who argue about capping business and inconvenience to customers when the bridge opens.

SPECSMAN:

Especially lunchtimes between Jimmy's, Pier 4, and ourselves here at Jimbo's--we noticed a lot of times when the bridge is open, traffic can't get through. In addition to this, should there be a major fire or any sort of emergency, if the bridge is closed there would be a lot of people in-jail.

JENNIFER McLOGAN:

Massport, the DFW and the city talk about bridge safety cost and traffic tie-ups. This has resulted in U.S. Representative Joseph Moakley filing a bill in Washington that would abandon the channel as a navigable waterway and create a new fixed bridge.

So the battle lines have been clearly drawn, promising a heated struggle ahead. Though right now it appears that those fishermen who depend on this

New England Newswatch

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Five Auburn Street/Framingham, Massachusetts 01701/(617) 879-0342

Transcript

Date March 5, 1981
Time 6:00-6:30 P.M.
Station Channel 4 WLBZ-TV
Program EYEWITNESS NEWS

JENNIFER McLOGAN (CONT.):

old draw bridge for their livelihood will be outvoted by big business, development planners and investors who find the old swing bridge to be nothing more than a big headache. From the Northern Avenue Bridge, I'm Jennifer McLogan TV 4, Eyewitness News.

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End

VIDEO CASSETTES
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MAR 8 1981

New
England
Newspapers

Harbor interests split over Northern av. span

By William P. Coughlin
Globe Staff

The 66-year-old Northern avenue drawbridge, which spans Boston's Fort Point Channel, is the subject of an expanding harbor front controversy.

The issue centers around the proposal to make the current swing bridge a fixed bridge, which would make it impossible for any sizable vessels to navigate the channel.

The proposal has locked the large financial interests of channel abutters and users in a struggle with Northern avenue businessmen as well as the Boston Redevelopment Authority and Massachusetts Port Authority, and national de-

velopment planners and investors.

At stake is not only the future of the old, city-operated drawspan, but the development of both Northern avenue, where hotels and condominiums are envisioned, and the channel itself where abutters have other, marine-oriented ideas. The wooden-planked drawbridge connects downtown Boston and South Boston. Legally it exists as a privilege for land traffic, a right for shipping.

To fishing industry interests, restaurateurs, the Commonwealth Pier Exhibition Hall, the Boston Redevelopment Authority and Massachusetts Port Authority planners, the city's police and fire departments, and the Boston Department of Public Works, the old draw-

bridge is a headache and has got to go.

To the defenders of the need for a drawspan, the bridge is an irreplaceable historic landmark through which world-girdling sailing vessels and freighters once sailed en route to berths as far inland as Brighton via the now filled Roxbury Canal. With the channel's shipping being reborn, they say, the bridge must be retained and repaired.

The battle lines have been clearly drawn. Tempers are mounting.

US Rep. J. Joseph Moakley (D-South Boston), despite pleas of channel abutters to wait until the can be heard, has filed House Bill 1555 to "grant the consent of Con-

gress to the City of Boston to construct and operate a causeway and fixed span over the Fort Point Channel."

"When the mayor of the city asks you to file a bill, you file a bill," Moakley said from his Washington office. The bill includes a section that would allow the abandonment of the channel as a navigable waterway.

Duncan Smith, director of the Museum of Transportation at Museum Wharf, a channel abutter, calls it, "Round One of the final battle."

Lining up behind Smith and the Museum are the McKie Co. and Farrell Ocean Services, Inc., which operate an ocean-going tugboat and heavy lightering equipment out of the channel; the Neptune Lobster Co.; the captains, owners and crews of 19 commercial fishing boats; the Russia Wharf Co., whose taxes are "one-half million per year which should run one lousy bridge"; the Boston Harbor Development Commission, a state body charged with planning harbor development; the Federal Reserve Bank of Boston, which "wants to be a good corporate neighbor and ... and wants the channel cleaned up and enhanced;" the Boston Tea Party ship Beaver and the 75-foot passenger steamboat Calliope, which, with the fishermen and tugboat, are hampered by the bridge operations, as well as attorneys and other interested citizens.

Among the "other interested parties" are the Gillette Co., a channel abutter; the Stone and Webster Engineering Co. and Rose Associates, a real estate development firm.

Reported behind Moakley's bill are Mayor Kevin White and the Boston Department of Public Works and its commissioner, Joseph F. Casazza; the Boston Redevelopment Authority, Massachusetts Port Authority Director David Davis; state Secretary of Transportation Barry Locke; Hugh O'Rourke of the Boston Fisheries Assn.; Anthony Athanas of Anthony's Pier 4 Restaurant and Charles Doulos of Jimmy's Harborside Restaurant, which do a brisk trade with patrons from across the bridge; and the Commonwealth Pier Exhibition Hall, whose spring flower show is "our busiest time" says restaurateur Doulos.

Rep. Moakley, explained:

"The commissioner, Joe Casazza, came to me and told me of the trouble with the old bridge. He's talked to the Coast Guard and mayor," Moakley said, "and they were for it ...

The new [planned] bridge would have a clearance ... of 16 feet at high tide or 25 feet at low ...

A firm whose president says its business already is being hurt by bridge restrictions is Neptune Lobster company's John R. Daigle, whose dock is used by 12 of the 19 commercial vessels in the channel. Daigle said his company already had lost three boats and is losing \$600 a month because of the bridge restrictions. He said any fishing or lobster boats with radars, masts or

net gear are hampered trying to go out to sea because they cannot always get through the bridge.

On the other hand, Anthony Athanas of Anthony's Pier 4 Restaurant feels the drawspan "is not fair. When the bridge is closed, the traffic backs up to South Station. This is a viable area. The Port Authority has plans for it. There's Jimmy's restaurant. There's the No. Name [restaurant]. There's a restaurant across the street. It's not fair to the community."

At Jimmy's Harborside, Charles Doulos, son of owner Jimmy Doulos, said in a recent telephone interview: "We are all very disturbed when the bridge goes up. There's primarily now one vessel, a sight-seeing vessel. It abuses the right to use the bridge."

"When the bridge goes up at business peak hours between 12 and 2 and 3 and 5 o'clock," Doulos said, "it really causes traffic tieups."

"Our customers get caught in the jam and will go someplace else."

He said he feared that hotel chains or condominiums that may be planning to locate along Northern Avenue would not do so because of the bridge.

At the Commonwealth Pier, Edward Flanagan, who operates the hall with a partner, agreed: "Oh sure, we'd love a fixed drawspan." Flanagan said he could "envision" how hard the restaurant business is hit when the draw is opened. He noted that when the hall runs a one-day show and "we lose a couple of days" because of the bridge, "it can be devastating."

Gov. Casazza, also interviewed by telephone, pointed out that the existing bridge "is badly in need of replacement" and that the city in the past seven years had spent \$700,000 in repairs on the structure. The payroll for the 12-man around the clock bridge-tending crew is \$150,000 to \$160,000 a year, he said.

He said the plans for the new bridge were the result of a joint study of the BRA and Port Authority: "They have come up with a design that almost all interested parties have agreed on. At the BRA, Alfred Howard, who is in charge of transportation planning, admitted his agency had heard the pros and cons, but said of the planned new bridge:

"This is a tradeoff of perceived values of the use of the channel. He said there were two things to be considered:

1: The interruption of automotive and truck traffic across the bridge.

2: The maintenance costs of a new drawspan as opposed to one that is fixed. The cost of manpower alone at the Northern Avenue bridge, he said, was \$200,000 a year two years ago.

Hugh O'Rourke, a representative of the fisheries industry, summed up his arguments this way:

The bridge, he said, is a vital means of transporting almost 30,000 pounds of fresh fish daily. We have to meet airline schedules ... if the bridge is not functioning, we lose time.

Local Artists' Community Making A "Last Stand" On Fort Point Frontier

In the urban planner's patois, they might be classified as first-phase gentrifiers—those artists who move into old mill buildings, and make them habitable, only to have their spacious, high-ceilinged units sold out from under them as luxury condominiums.

It is a continuing cycle in the nation's old industrial cities, perhaps most notably in New York City, where a section of Manhattan south of Houston Street (that came to be known as SoHo) was home to a large artists' community until it was discovered by those wealthier than artists and better able to meet the asking prices for the lofts.

Boston, too, has seen some of its once-neglected neighborhoods (the waterfront, for example) made livable by artists, who, in turn, were displaced by buyers of expensive condominiums.

But true to its rebellious spirit, Boston also has been the spawning ground for an artists' community determined to put down its stakes in a Boston neighborhood chock full of big old industrial buildings.

The group is called the Fort Point Arts Community, Inc., and the neighborhood it has set its sights on is a stretch of South Boston due east of the Fort Point Channel. The area is dense with large, brick-faced buildings that once were occupied by the city's premier industries. The buildings' tall windows, high ceilings, sturdy floors and freight elevators make the spaces within them particularly attractive to visual artists such as painters and sculptors.

It is just such a building—at 249-259 A Street—that 33 Fort Point artists have purchased and renovated and are now beginning to occupy as members of a co-operative, thus ensuring their long-term presence in this neighborhood.

"Fort Point is pretty much our last stand," Jero Nesson, a city planner retained by the Fort Point Arts Community as its executive director, said in a recent interview.

But unlike Custer, the artists on the Fort Point frontier are surviving and are even negotiating to purchase yet another South Boston building, which would be converted into 55 studios.

The artists are not new to the neighborhood, having leased studio and gallery space in several of the buildings since the mid-1970s. While only about 15 percent of the area buildings' usable space was vacant and available to the artists at that time, their presence was strongly felt, juxtaposed as they were with the industries that remain in the area.

Settled comfortably in South Boston and determined to avert the displacement they constantly fear, the artists decided in 1980 that they would organize themselves into their incorporated community and hire an executive director. Their efforts were supported by a \$27,000 grant from the National Endowment for the Arts.

It was a demonstration grant, Mr. Nesson explained, that was intended "to demonstrate that an artists' community can come up with a major development strategy." In a modest office rented on Summer Street, Mr. Nesson went to work on that strategy. The first break came in the fall of 1982.

"We got a call from Ryan, Elliott about a building on A Street," Mr. Nesson recalled. "It turned out to be ideally suited for artists' studios. There were windows on all sides, two stairwells, lots of open mill space. . . .

"We figured it could hold about 33 studios," Mr. Nesson continued. "We put an ad in our newsletter, and 33 brave artists came forward with \$1,000 each. It was a risk, but finding secure studio space is so difficult that they were willing to take that risk."

With the willing buyers' commitments, Mr. Nesson pressed ahead and applied for a zoning variance that would allow the artists

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Local Artists' Community Is Making A "Last Stand" On Fort Point Frontier

continued from page 1

to live in the studios. (The area is zoned for industrial use, not residential.) The application was snagged by the Boston Redevelopment Authority (BRA), whose treasurer, James Flaherty of South Boston, questioned the group's plans during the BRA's consideration of the request. A subsequent hearing by the city's Board of Appeal, which also considered the application, was attended by "a lot of the South Boston political leadership, and we were just blown out of the water," Mr. Nesson said.

Undeterred, the artists sought out the South Boston leaders, explained their plans in detail and enlisted their support. When the matter came up again before the Board of Appeal, it was approved. "It was a heart-breaking experience when we got shot down," Mr. Nesson conceded, "but with hindsight, it was probably the best thing that happened to us, because we got to know our South Boston neighbors."

In the search for financing for their \$1.5 million development project, the artists again encountered obstacles. Mr. Nesson first went looking for industrial revenue-

bond (IRB) financing. "I knocked on a lot of banks doors," he said. "No one was willing to do IRBs unless we were a Wang or a Digital."

When he knocked on the door of Mutual Bank last spring, the reception was more cordial. "They had given me a mortgage years ago when I bought [property] in the South End, so they knew who I was," he said. "And [Mutual Bank Vice President] Barry Queen knew the [Fort Point] area. He got us an answer in a week."

The answer turned out to be a go-ahead for a construction and acquisition loan for \$1.05 million. Another \$500,000 needed for the renovation was obtained through a second mortgage from the then owners of the building, and from the artists' equity in the co-operative.

In addition, the city's Neighborhood Development and Employment Agency (NDEA) provided "gap financing," in the form of a \$130,000 loan, through its Economic Development and Assistance Program (EDAP). "Without that EDAP money, the artists would have gone down the tubes," Mr. Nesson said.

On August 3, the building was bought for \$900,000, or about \$11 per square foot.

The artists have formed a limited equity co-operative, under which each of them buys stock in the corporation and the corporation, in turn, leases space to them. Mr. Nesson calculated that the average studio is about 1,400 square feet, which costs the occupant about \$7,000.

The studios range in size from 900 to 1,800 square feet; and the cost per net square foot is the same—\$5—no matter where the unit is located in the building. Such an arrangement seems to work well in a building occupied by artists. "The places downstairs in the back are good for photographers," Mr. Nesson noted, "and sculptors like the downstairs [units] so they don't have to lug their equipment."

The common area charges are paid in the form of monthly rent to the co-operative. The charges cover heat, taxes, management. "Everything except electricity," said Mr. Nesson, and they average about \$350 a month.

For tax purposes, the studios are classified as "producer" co-operatives, whose occupants can deduct only a portion of their costs from their taxes. "Because they are working artists and because two-thirds of the studio must be used as work space, they can't deduct two-thirds of the rent. The deduction can't be for more than one-third of the space which is used for living," Mr. Nesson explained.

The space the artists are now filling with their easels and brushes, potter's wheels and other materials and equipment is what is commonly described as "raw space." Only partition walls, windows, a door and access to water and sewer lines are included with each unit. Two weeks ago, construction

workers could be seen swarming through the six floors of the building busily installing bathroom and kitchen fixtures.

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And to head off any incursions by latter-phase gentrifiers, the Fort Point Arts Community forbids the units from being sold to anyone other than artists.

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ARTS & FILMS

Arts community keeping an eye on developments

GRACE NOTES

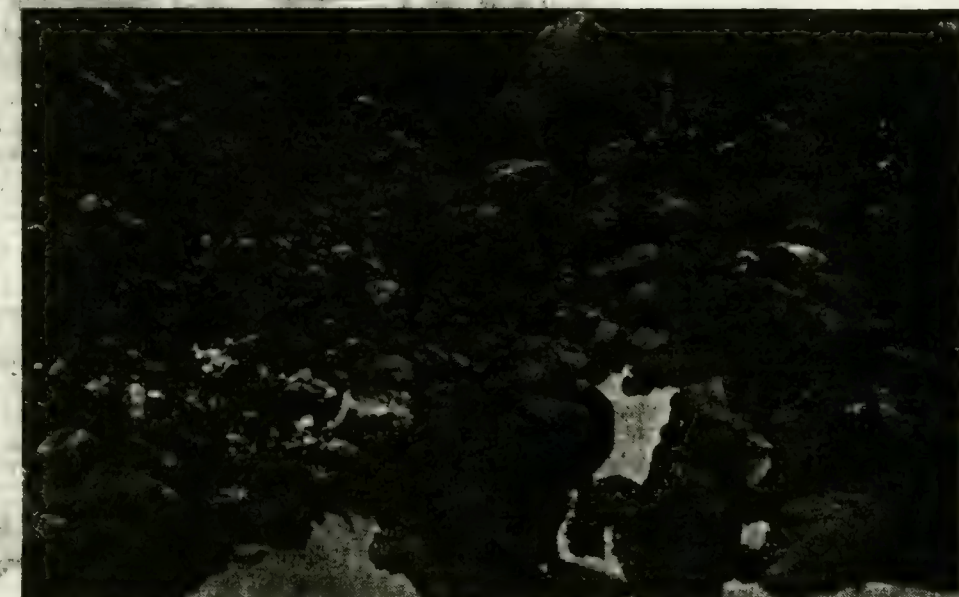
By Jeff McLaughlin
Globe Staff

1350

Boston's arts community has a vital interest in two adjacent sections of the city that are certain to be changed dramatically by commercial developers in the next few years — the Fort Point Channel neighborhood behind South Station and the Leather District across Atlantic Avenue to the west of Dewey Square — both areas that have provided artists with work and living spaces for the past decade.

At present, the nonprofit Artists Foundation of Boston, with financial help from the National Endowment for the Arts, is underwriting a photo-documentary survey of the area by six award-winning Massachusetts photographers working under nationally known photo-journalist Lee Lockwood.

Later this year, an exhibit, "Images of Preservation and Development in the Fort Point Channel and the Leather District," will be mounted at the Institute of Contemporary Art in Boston, and the collection of prints will be exhibited for six months in 1982 at the Museum of Our National Heritage in Lexington. The pho-



Fort Point channel rock pile could change

PHOTO BY EUGENE RICHARDS

tographers, all Artists Foundation Fellows, are: Chris Enos, Kipton Kumler, Eugene Richards, John Rizzo, Sage Sohler and Jim Stone. Martha Davidson is project researcher.

"It will be an enormously valuable documentation of what is there now,"

said Terri Cader, project administrator at the Artists Foundation, "something that wasn't thought of when the West End of Boston (the area bounded by Cambridge, Staniford and Charles streets near Leverett Circle) was being developed. But we also hope that the people doing the devel-

Eye on developments

oping will use the project as a resource in deciding what the character of Fort Point Channel and the Leather District will be."

□

The blocks of warehouses, factories and wharf buildings that make up Fort Point Channel and the Leather District began to be abandoned soon after World War II, as the leather, wool and shoe industries moved away from Boston, and shipping and rail transportation was superseded by air and highway. Some manufacturing and wholesale firms remained, but by the late 1960s, the upper floors of many buildings were vacant.

Enter the artists, ever on the lookout for large, well-lighted, relatively cheap spaces. Visual artists in particular found excellent work/living spaces in the late 19th-century brick buildings, and the building owners were delighted to resume collecting rent for what had been many thousands of square feet of vacant floor space. Museums, galleries, artists' supply firms, sound studios and performance spaces followed.

While it would be an exaggeration of scale to compare the South Station area with New York City's SoHo, both find room for low-rent studios along with

manufacturing, wholesale, retail, institutional and residential uses. There are distinctive neighborhood feelings to Fort Point Channel and the Leather District, feelings which arts community people shared with the public during last October's Artweek, and which they hope can be preserved by mixed-use development, rather than lost to gentrification.

And development now is coming rapidly. Late last year, Rose Associates Inc., a New York-London-Boston development concern which bought 33 acres of buildings in the Fort Point Channel area 10 years ago, began condominium conversions in some of the old warehouse buildings on Sleeper street near Children's Museum. But that was a little-noted harbinger: just last month Rose Associates announced plans for a \$100 million, 45-story office building to be built next to South Station beginning this Spring. Further commercial development is inevitable, and the Boston Redevelopment Authority has many proposals under consideration, some of which call for mixed-use development. "People frequently say that 'art enhances life,'" said Daniel Corrigan, Artists Foundation executive director. "Nowhere is this clearer than in this project where the art of photography can improve the vision used to develop a major section of Boston."

□

TRILLS: Trinidadian steel band music is a delight, and the Boston Silver Stars Band one of the best East Coast practitioners: at Friends & Company, 199 State st., downtown on Wednesday night... Arnold Newman, who's been making photographic portraits of artists at work for 35 years, will give a slide lecture Friday at 8 p.m. at the Photographic Resource Center, 1019 Commonwealth ave. Boston (on the Boston University campus)... the experimental Mobius Theater is presenting two works with intriguing titles this week and next: "Finally George (3-D, 3-D, 3-D)" combines theater, film and 3-D shadows and incorporates texts by Gertrude Stein and John Updike; and "Video vs. Memory vs. Memory" tests the memories of actors and audiences alike against a video record of an event. Saturday at 8 p.m. at BF/VF, 1126 Boylston st., Back Bay; and then March 14 and 15 at 8 p.m. at Helen Shlien Gallery, 354 Congress st., Fort Point Channel... a new local reggae band, Healing of the Nation, is at The Western Front club, Western and Putnam avenues, Cambridgeport, on Friday and Saturday.

Local Artists' Community Making A "Last Stand" On Fort Point Frontier

In the urban planner's patois, they might be classified as first-phase gentrifiers—those artists who move into old mill buildings, and make them habitable, only to have their spacious, high-ceilinged units sold out from under them as luxury condominiums.

It is a continuing cycle in the nation's old industrial cities, perhaps most notably in New York City, where a section of Manhattan south of Houston Street (that came to be known as SoHo) was home to a large artists' community until it was discovered by those wealthier than artists and better able to meet the asking prices for the lofts.

Boston, too, has seen some of its once-neglected neighborhoods (the waterfront, for example) made livable by artists, who, in turn, were displaced by buyers of expensive condominiums.

But true to its rebellious spirit, Boston also has been the spawning ground for an artists' community determined to put down its stakes in a Boston neighborhood chock full of big old industrial buildings.

The group is called the Fort Point Arts Community, Inc., and the neighborhood it has set its sights on is a stretch of South Boston due east of the Fort Point Channel. The area is dense with large, brick-faced buildings that once were occupied by the city's premier industries. The buildings' tall windows, high ceilings, sturdy floors and freight elevators make the spaces within them particularly attractive to visual artists such as painters and sculptors.

It is just such a building—at 249-259 A Street—that 33 Fort Point artists have purchased and renovated and are now beginning to occupy as members of a co-operative, thus ensuring their long-term presence in this neighborhood.

"Fort Point is pretty much our last stand," Jero Nesson, a city planner retained by the Fort Point Arts Community as its executive director, said in a recent interview.

But unlike Custer, the artists on the Fort Point frontier are surviving and are even negotiating to purchase yet another South Boston building, which would be converted into 55 studios.

The artists are not new to the neighborhood, having leased studio and gallery space in several of the buildings since the mid-1970s. While only about 15 percent of the area buildings' usable space was vacant and available to the artists at that time, their presence was strongly felt, juxtaposed as they were with the industries that remain in the area.

Settled comfortably in South Boston and determined to avert the displacement they constantly fear, the artists decided in 1980 that they would organize themselves into their incorporated community and hire an executive director. Their efforts were supported by a \$27,000 grant from the National Endowment for the Arts.

It was a demonstration grant, Mr. Nesson explained, that was intended "to demonstrate that an artists' community can come up with a major development strategy." In a modest office rented on Summer Street, Mr. Nesson went to work on that strategy. The first break came in the fall of 1982.

"We got a call from Ryan, Elliott about a building on A Street," Mr. Nesson recalled. "It turned out to be ideally suited for artists' studios. There were windows on all sides, two stairwells, lots of open mill space. . . .

"We figured it could hold about 33 studios," Mr. Nesson continued. "We put an ad in our newsletter, and 33 brave artists came forward with \$1,000 each. It was a risk, but finding secure studio space is so difficult that they were willing to take that risk."

With the willing buyers' commitments, Mr. Nesson pressed ahead and applied for a zoning variance that would allow the artists

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Local Artists' Community Is Making A "Last Stand" On Fort Point Frontier

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to live in the studios. (The area is zoned for industrial use, not residential.) The application was snagged by the Boston Redevelopment Authority (BRA), whose treasurer, James Flaherty of South Boston, questioned the group's plans during the BRA's consideration of the request. A subsequent hearing by the city's Board of Appeal, which also considered the application, was attended by "a lot of the South Boston political leadership, and we were just blown out of the water," Mr. Nesson said.

Undeterred, the artists sought out the South Boston leaders, explained their plans in detail and enlisted their support. When the matter came up again before the Board of Appeal, it was approved. "It was a heart-breaking experience when we got shot down," Mr. Nesson conceded, "but with hindsight, it was probably the best thing that happened to us, because we got to know our South Boston neighbors."

In the search for financing for their \$1.5 million development project, the artists again encountered obstacles. Mr. Nesson first went looking for industrial revenue-

bond (IRB) financing. "I knocked on a lot of bank doors," he said. "No one was willing to do IRBs unless we were a Wang or a Digital."

When he knocked on the door of Mutual Bank last spring, the reception was more cordial. "They had given me a mortgage years ago when I bought [property] in the South End, so they knew who I was," he said. "And [Mutual Bank Vice President] Barry Queen knew the [Fort Point] area. He got us an answer in a week."

The answer turned out to be a go-ahead for a construction and acquisition loan for \$1.05 million. Another \$500,000 needed for the renovation was obtained through a second mortgage from the then owners of the building, and from the artists' equity in the co-operative.

In addition, the city's Neighborhood Development and Employment Agency (NDEA) provided "gap financing," in the form of a \$130,000 loan, through its Economic Development and Assistance Program (EDAP). "Without that EDAP money, the artists would have gone down the tubes," Mr. Nesson said.

On August 3, the building was bought for \$900,000, or about \$11 per square foot.

The artists have formed a limited equity co-operative, under which each of them buys stock in the corporation and the corporation, in turn, leases space to them. Mr. Nesson calculated that the average studio is about 1,400 square feet, which costs the occupant about \$7,000.

The studios range in size from 900 to 1,800 square feet; and the cost per net square foot is the same—\$5—no matter where the unit is located in the building. Such an arrangement seems to work well in a building occupied by artists. "The places downstairs in the back are good for photographers," Mr. Nesson noted, "and sculptors like the downstairs [units] so they don't have to lug their equipment."

The common area charges are paid in the form of monthly rent to the co-operative. The charges cover heat, taxes, management. "everything except electricity," said Mr. Nesson, and they average about \$550 a month.

For tax purposes, the studios are classified as "producer" co-operatives, whose occupants can deduct only a portion of their costs from their taxes. "Because they are working artists and because two-thirds of the studio must be used as work space, they can't deduct two-thirds of the rent. The deduction can't be for more than one-third of the space which is used for living," Mr. Nesson explained.

The space the artists are now filling with their easels and brushes, potter's wheels and other materials and equipment is what is commonly described as "raw space." Only partition walls, windows, a door and access to water and sewer lines are included with each unit. Two weeks ago, construction

workers could be seen swarming through the six floors of the building busily installing bathroom and kitchen fixtures.

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CONTENTS

FORT POINT COUNTERPOINT

by D.C. Denison

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In the hierarchy of basic human urges, it seems these days, the desire for cheap urban space is right up there with those for sex and self-preservation. This is particularly true of artists, who generally have very little money but a great deal of resourcefulness, and developers, who have a lot of money and are resourceful to boot.

So it's not really surprising that in Boston both camps are currently talking up the Fort Point Channel area, a district of bland warehouses and drab industrial buildings due east of downtown Boston, near that murky body of water that separates the city from the continent from Anthony's Pier 4. The area, like Fort Point, has low-rent, wide-open loft space, and its traditional isolation from the rest of the city, the developers like the proximity to downtown, the large tracts of available land, and the waterfront location.

Of course, if you took a stroll through Fort Point tomorrow, neither group would be particularly happy: the artists would be working quietly in their four-story lofts; the developers would be in their downtown offices, or in Cambridge, still looking at large-scale maps of the area and talking excitedly on the phone. But there's clearly a future here. The opening sentence of a 1977 report prepared by the

Boston Redevelopment Authority (BRA) says it all: "The Fort Point Channel area has the potential of becoming the site of one of the largest public and private development programs in Boston's history."

Artists make better copy than developers, so chances are good that if you've heard of Fort Point at all, you've heard about the artists and gallery owners who've been moving into the area over the last few years. Like Marika Swett, a Boston-area artist who used to work on her large, somewhat somber relief wall sculptures in a small ("maybe 15 by 15") studio at Massachusetts College of Art. Now Swett works in a 1100-square-foot loft on the third floor of what was once a candy factory on Summer Street. The rent is \$278 a month.

For most artists, this last figure is all they have to hear. But there's more. "It's clean and quiet here," Swett says happily a few days after moving in. "I looked at factory space in Somerville and Jamaica Plain and neither was as good: the Somerville place had been abandoned for a few years and it was in terrible shape—no windows, all smashed out, that kind of thing. And the Jamaica Plain place was really unsafe, a terrible neighborhood. There was some

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kind of spooky luggage company in there, and a rag outfit — I felt scared in that place in the middle of the day."

Fort Point lofts also have high ceilings and large windows: space and light. "I like these ceilings," Swett says, pointing up to the whitewashed beams 15 feet overhead. "I need this. When the ceilings are short, like they were at my old place, my work comes out short."

There's a lot to like about Fort Point. The artists who work there know this, and it worries them. They worry about developers, higher rents, and condominiums. Many of them, the ones who have made substantial improvements on their lofts — plumbing, extra wiring, interior walls, etc. — are worried that they won't be able to stay long enough to make it all worthwhile. A few weeks ago a huge mound of dirt was trucked onto a vacant block just off Summer Street: some of the Fort Point regulars are worried about *that*. Could it be the foundation for some monolithic shopping center/office park/condominium development/hotel/convention center?

The people who work in Fort Point (no one *lives* there, for the record, not legally) talk a lot about SoHo, in Manhattan, and how many of the artists who settled the area were eventually pushed out by less hip, but wealthier, uptown types. They think the Fort Point situation is similar. It's not.

The crucial difference between Fort Point and SoHo is that in Fort Point developers were there first. Plans were being drawn up for the area as far back as 10 years ago. In fact, by 1977, well before artists or galleries had arrived in any significant numbers, the BRA could report that, "The Fort Point Channel area stands at a crossroads. Major landowners are promoting new commercial development, and the city and state are contemplating major infrastructure and land-use improvements which will redefine the role of this area."

Another difference is that in SoHo, zoning changes allowed artists to live in their lofts, so that

neighborhood amenities — bars, coffeeshops, bookstores, etc. — sprang up rather quickly. In Fort Point there have been no such zoning changes, and none are forthcoming, so that the artists who do live there illegally (guesses about their number vary, but there are probably fewer than 50 or so) would rather not make a show of it. In addition, Boston Wharf Company, the major landlord in the area, has no interest in promoting residential lofts at this point, so there is no support for the key-fee system (under which a prospective tenant is assessed for the improvements made by the previous one before he moves in) that seems to work so well in SoHo.

"The Fort Point area is attractive to developers," a BRA planner who wished to remain anonymous, says decisively, "but not because of the artists. Just take a look at the location: directly across from downtown Boston and the financial center, with a water view as well. In addition, Fort Point has large vacant tracts and extensive parcels that are owned by just a few people — and this at a time when land for new development in Boston is scarce. On top of all this there is the ever-improving transportation center in South Station, right across the bridge. The artists have been important in the revitalization of Fort Point, simply because it's good to have someone in these buildings, but they are flattering themselves if they think that they are the reason for the increased interest in Fort Point. The area has too many other things going for it."

So much for the similarities to SoHo.

* * *

Who does own Fort Point? It's not like most parts of Boston, where there might be 12 different property holders on a single block; in fact, the entire 300-acre area is divided up among just four major owners: The Boston Wharf Company (which is, in turn, jointly owned by Town and Cities Properties Inc. and Rose Associates Inc., two development concerns), the Penn Central Railroad, Gillette, and Anthony Athanas, proprietor of the Pier 4

went right along with it."

However, as conspicuous as the artists may be, they constitute only a small part of Boston Wharf's clientele. Robert Kenny, general manager of the company, estimates that the company has maybe 75 tenants, with connections to the arts, occupying perhaps five percent of Boston Wharf's total leased space. So while the company receives generally favorable notices from its artist tenants, Boston Wharf is clearly looking ahead to bigger, and more lucrative, things.

"Everybody down there knows we have long-range plans for the area," says John Dineen, counsel for Boston Wharf. "There's no secret about that. And what you'll probably see is a trend towards a mixed use for the area: condominiums and light-industrial space."

Waxman is more specific. "Right now, the only thing we're planning is an 88-unit condominium development right behind Museum Wharf, on Sleeper Street: numbers 15, 29, and 33 to be exact. The building itself will remain intact; we're going to start working on the inside starting October 1. We expect to be finished by late fall '81."

And after that? "Well, we have planned a few things in the past: a convention center/arena and a merchandise mart/wholesale exchange, but they fell through. You have to understand that for the last 10 years the climate for long-range building has been terrible. Especially in that period between '73 and '76. A total disaster: no money available. Otherwise we probably would have already been started on these things. But now, finally, we think that the time is right. Currently, there are very few parts of Boston that have Fort Point's potential for growth: not only does it have all the advantages that you hear about over and over — the waterfront, the proximity to downtown, the large tracts of space, etc. — but there's virtually no tenant relocation involved, which you have almost anywhere else you go. I think that by the year 2000, people aren't going to think of Fort Point as the industrial tip of South Boston; they'll think of it as integral part of downtown Boston."

For all his bullishness, Waxman feels that the impact on the artists currently working in Fort Point will be minimal. "When

you look at our holdings in the area," he says, "you'll see that very few of the buildings actually have an immediate potential for growth. I honestly think that big things will happen in the Fort Point area, but it's going to take time: the city, state, and federal governments are going to have to get together with the developers, which hasn't really happened yet. But for now, most of the artists' lofts and galleries are located around Congress Street, which we have no interest in. On Sleeper Street, which we are interested in, there are hardly any artists. So I don't see any problem. Except for maybe an artist here or there, we won't be developing artists' spaces for God knows how long."

Does that mean 10 years? Twenty years? Waxman is ominously vague. "Let's just say, God knows how long," he says.

Anthony Athanas, owner of Pier 4, is another major landowner in the area. He owns all the land on Fort Point north of Northern Avenue and west of Commonwealth Pier, an area totaling about 30 acres and including the restaurant and its associated parking. His holdings also include several old freight sheds and some vacant parking areas. According to a BRA report, his plans for the area are grandiose: a 600- to 1000-room hotel, 1000 units of housing and office space, shops, restaurants, a marina, and parking. Total projected investment: \$100 million.

There are a few problems however. For one thing, Athanas has apparently been unable to attract a developer for his Fort Point Xanadu. And before anything really significant happens, he has to deal with the Northern Avenue rotating bridge, which is the most direct connection with downtown at that end of Fort Point and is well past its prime (on particularly hot days, it is given to expanding and sticking in the open position). And the bridge's problems are not just monetary, even though about \$15 million will be needed: there are a variety of jurisdictional squabbles that have to be worked out before anything gets started. Athanas declined to be interviewed on the subject, but Ralph Memolo of the BRA is familiar with the situation. "Whenever you're dealing with the Port of Boston, which is really a regional port that just happens to be located in one city

restaurant. This state of affairs makes the area very attractive for large-scale development: 30-acre plots offer so much more scope to the visionary.

Of all the owners, the Boston Wharf Company is probably in the position of greatest influence. A Boston institution since 1856, the company owns 33 acres of prime warehouse and light-industrial space — 78 buildings in all, with 3.8 million square feet of usable space. During the last century, most of this space had been leased to various commercial and industrial tenants; then, about three years ago, the Pucker/Safrai gallery rented a floor on Congress Street to house its framing and print-making operation. Soon another gallery, Cutler/Stavaridis, moved into the area, sharing 7500 square feet of space with the Helen Shlien Gallery for just \$1.25 per square foot. Lapoukhine-Nayduch, specializing in textiles and modern art, arrived a few months later. At this point, the ground-breaking artists who had rented lofts in the area began to feel a community developing. And when word got out in artistic circles, the flow of people increased — a trend that continues unabated.

The Boston Wharf Company, which had previously had a difficult time keeping its warehouses occupied and productive, was obviously pleased by this new development. "We welcomed the artists; we encouraged them," says Harold Waxman, vice-president of Rose Associates. "We didn't really have any plans or quotas or anything. The ball just started rolling and we

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things get very complicated," he says. "You have to clear things with the Port Authority, the Coast Guard, the Navy, the D.C., the EPA, the Fire Department, and on and on. By the time you organize a meeting on something down there, you've got 80-100 people attending. The message then for Athanas and anyone else watching the northernmost part of the area, is only, don't hold your breath."

The Gillette Company, which owns 22 acres right on the Fort Point Channel, uses just about all of it for a safety-razor-division plant and related parking. The company has no other plans for the property ("We're very happy with it as it is," a spokesman says). The Penn Central is another story. The railroad, which went into bankruptcy in 1970, still holds almost 100 acres of plant property around the edges of Fort Point, and is busy parceling out its holdings to developers. And although a substantial amount of this property (out of 17 acres) has been reserved for use by Conrail, a pending agreement has been signed with an unnamed development firm for 6.9 acres, and a purchase agreement was recently signed with Broderick Properties Inc., a

Richard Sandler



Where's there's life, there's McDonald's.

local development firm, for approximately 24.5 more. Broderick had originally planned to build a major hotel complex on the land, but according to president Jim Craig, the company changed its plans when the city — which wants to see the Copley

Place and Lafayette Place projects, including their hotels, succeed — refused the necessary zoning variances. "Right now we're kind of re-evaluating our plans," Craig says. "But you'll probably see something along the lines of a mixed-use develop-

ment going in there. Maybe an office park."

* * *

Who has the power in Fort Point? Not the landowners, ironically enough; the city of Boston will have a great deal to say about what they do in Fort Point. The reason is that much of the land, as it turns out, is currently zoned W-2 or M-2, restrictive designations meant for uses related to waterborne commerce, commercial port activities, and manufacturing. Consequently, the city has to approve a zoning change for any and all plans before a developer, or anyone else, is permitted to build. The location and nature of any new access routes to Fort Point are also under the city's jurisdiction. And the city claims even more direct control over the large parcels of land owned by Penn-Central: the railroad owed Boston more than \$17 million in back taxes when it went broke, and the city has placed a lien on the land.

The last bit of leverage is something the city intends to use to full advantage. "It is important, a BRA report states, "that the city make every effort to assure that development in the Fort Point Channel area makes a maximum contribution towards achieving the city's goals." What goals are those? The report elaborates:

- maximize the property-tax return to the city;
- provide sites for uses that are important to the city and are difficult to locate elsewhere; and
- minimize the requirement

Fort Point

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group of artist/tenants could have on the future of Fort Point, Harold Waxman of Rose Associates replied tersely, "None." Matt Pogan of the BRA is willing to give them more credit; "Well, really, anyone who has contributed to the community ought to have an input into how things turn out," he says. "The city respects what existing residents

think. What it comes down to, basically, is that the artist/residents in Fort Point have the power of cajoling: they can say to the people down there, 'Look, we don't have the power to hold you up, but look at this idea of ours'" Actually, this cajoling may soon have some effect. Lately, in the inner circles of the Boston Wharf Company and the various informal artists' groups, there have been murmurings about an upcoming compromise arrangement to be finalized in the

fall. Some activists, previously strident, are adopting a wait-and-see attitude.

* * *

Fort Point artists may grimace at the plans for the area, but they can hardly object to the Boston Wharf Company as a pack of Johnny-come-latelies. After all, this is the same Boston Wharf Company that created Fort Point as a speculative venture in the 19th century. Before it started, Fort Point, like much of the rest of Boston, was a muddy swamp.

And although the landfill process began in 1780, development accelerated between 1840 and 1870 with the rise of Boston's growing sea trade. By 1882, the Fort Point conversion was complete.

At first, Fort Point and the Boston Wharf Company prospered as business boomed on the waterfront. The early part of the 20th century was the heyday of the area: the warehouses were crammed with wool, lumber, and leather on their way to Pitts-

Fort Point

to eviction with 30-days notice. When he looks out his window, which offers a spectacular view of Boston Harbor, he knows his days in the loft are numbered. "We've known for a while that this building, with the view and all, would probably be one of the first to be developed," he says. "In fact, seven years ago, when I moved in, I made Boston Wharf Company an offer to buy the building and they clearly weren't interested. They had plans for it even then."

When Albert moved into the area, he says, "You couldn't get people over here for anything. I mean it was industrial Southie. How much worse could it be?" Now, in a move that dramatizes the area's improving reputation, Albert is opening a showroom for his hardwood furniture in a corner of his loft, under the name Total Environment. "People aren't afraid to come down here now," he says. "In fact, they like it."

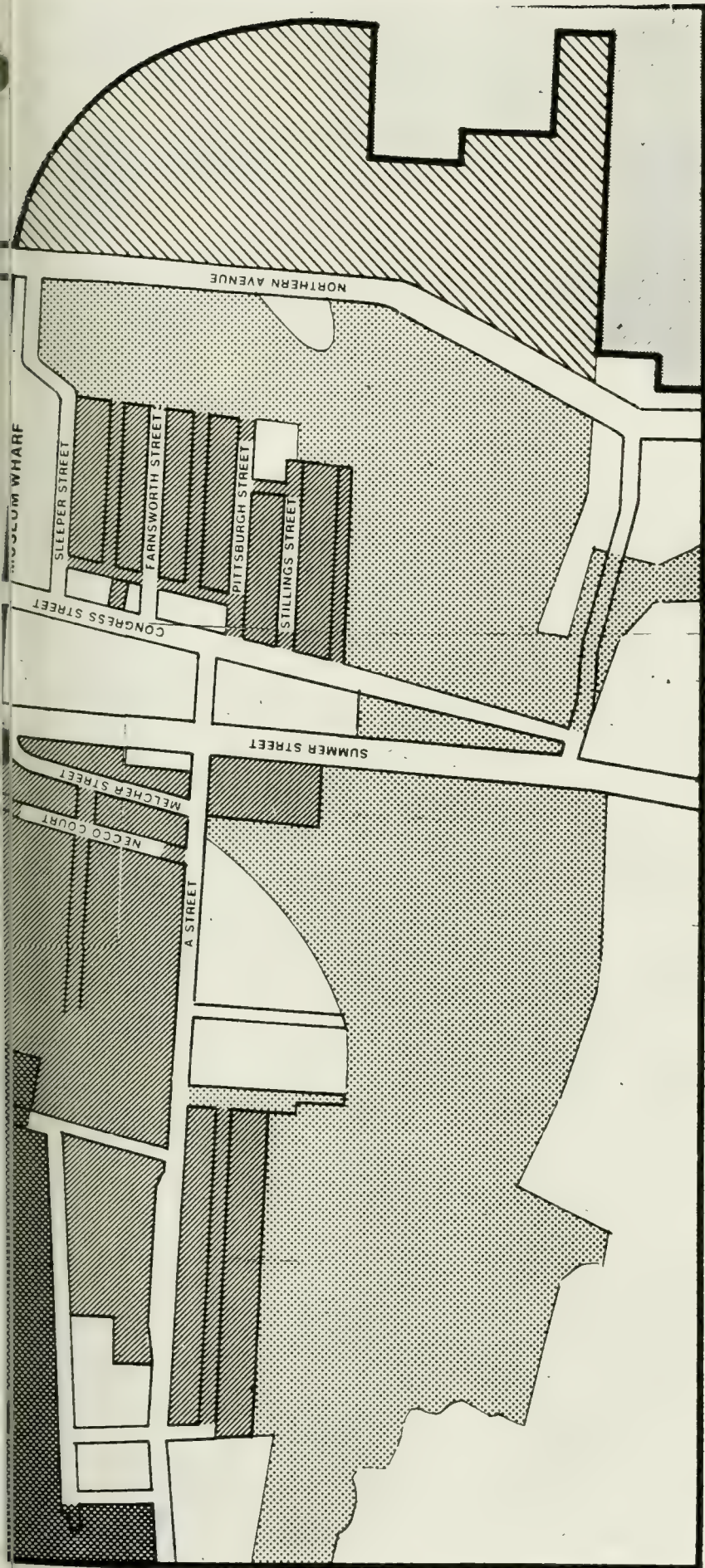
Because of the showroom, Albert stands to profit by the area's new standing, but not for long. "From an emotional and financial standpoint, it's going to be difficult to move. And I know," he says with a sweeping gesture that takes in the loft and the view outside, "that I'll never be able to find a place as good as this again."

Not every part of Fort Point is as desirable as Albert's waterfront loft. Johnny Barnes, who leads a local rock band with the same name, rehearses in a loft on 44 Binford Street, in a deserted, decidedly unattractive part of Fort Point. Johnny likes the isolation, and he's not worried about development. "When I moved in here," he says, "I asked the landlord, 'Can I make a lot of noise here?' He said, 'Man, you can machine-gun a whole family and no one would know.' The only people you see around here are the people who live here and a few guys who are lost. But one problem is that everything shuts up early: after sundown you have to go across the Channel just to get an apple."

The Fort Point gallery owners, perhaps the most conspicuous new tenants in the area, are right in the middle of the commercial and artistic interests on Fort Point. Increased foot traffic in the area, the direct result of developments, would be good for business. Yet Sue Pucker, co-owner of Pucker/Safrai, the first art-oriented business to move into the area, still feels a little uneasy about the future. "The concern about development is something we all share with the artists," she says. "Fort Point has everything we need: wonderful space, wonderful light. We like it just the way it is."

Yet if there is any certainty in Fort Point, it's that things won't stay just the way they are. Jim Brilliant, president of Samuel Brilliant Company, a shoe importer and Boston Wharf's largest tenant, has been in Fort Point longer than just about anyone else. He says he's surprised that people think that the area could go any other way but up. "It's logical that this area should become developed," he says. "It's the only place that the city can go. Already there is more housing down here, more people — I think it's beautiful. We've been in the area for 25 years, but we can find warehouse space somewhere else. The only thing I regret is the parking lot that the Post Office built next to our building; that area used to be all weeds and brush. A great place to drive golf balls. That's what we'll really miss."

"But hey, all the rest of the development that's starting to go on all round here — that's progress, that's America." ●



Map by Robert Saunders

Who owns Fort Point?

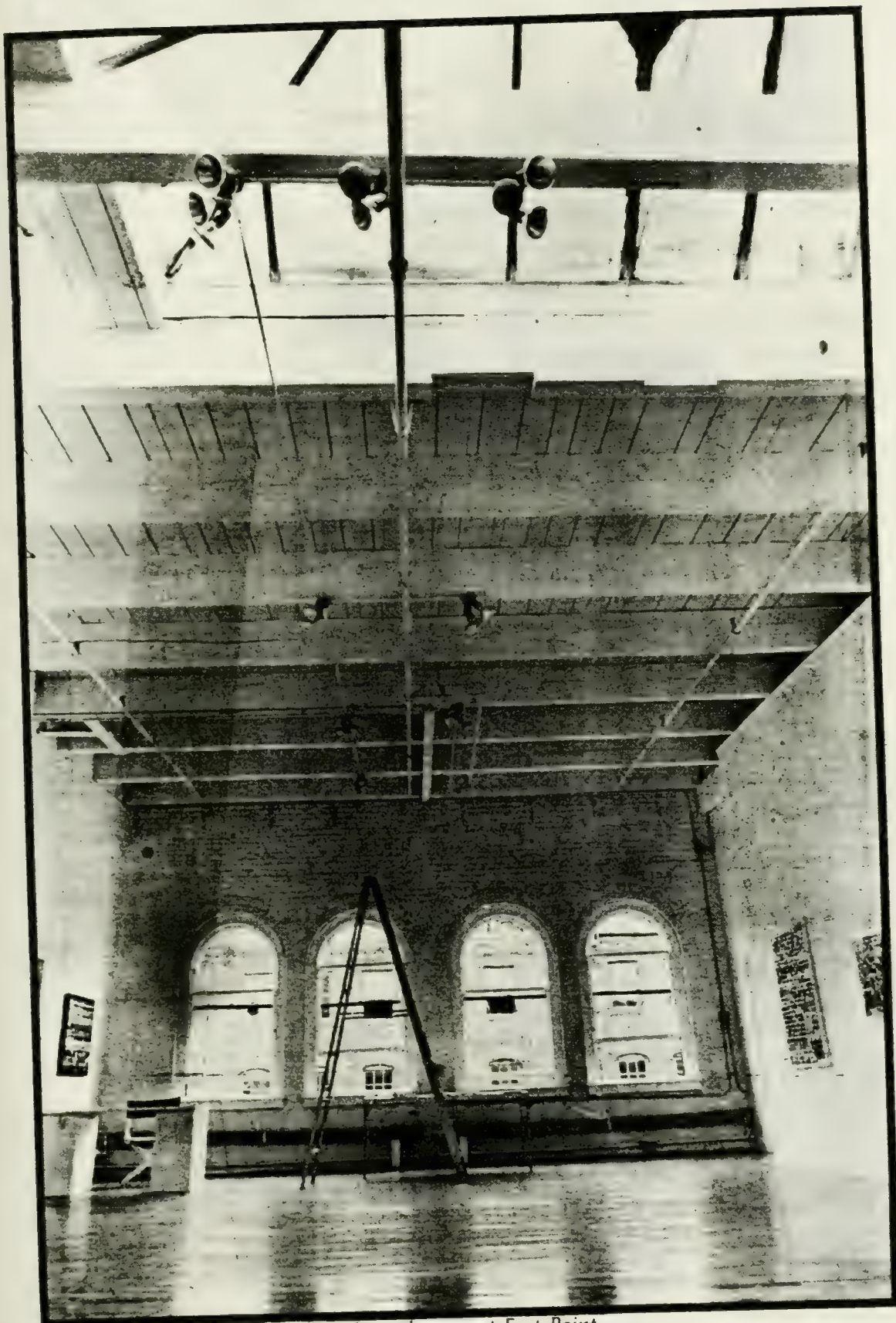
Owned by Penn Central. Although a substantial amount of the property (about 17 acres) has been reserved for use by Conrail, the remaining large tracts will be in the hands of developers soon. Penn Central has already signed a purchase agreement with Broderick Properties Inc. for 24.5 acres, which will probably end up as an office park, and also has a pending agreement with an as-yet-unnamed firm for the remaining 6.9 acres.

Owned by the Boston Wharf Company. In the next few years, the area off Congress Street, mostly warehouses, will be the site of an 88-unit condominium development. If the conversion is successful, expect more of the same in the surrounding land. The area to the south, between Summer Street and the Channel itself, was originally slated for a convention center/arena. Lately, because of various city ordinances, this hasn't looked too likely. If it falls through, there will probably be more housing developments, capitalizing on the waterfront view.

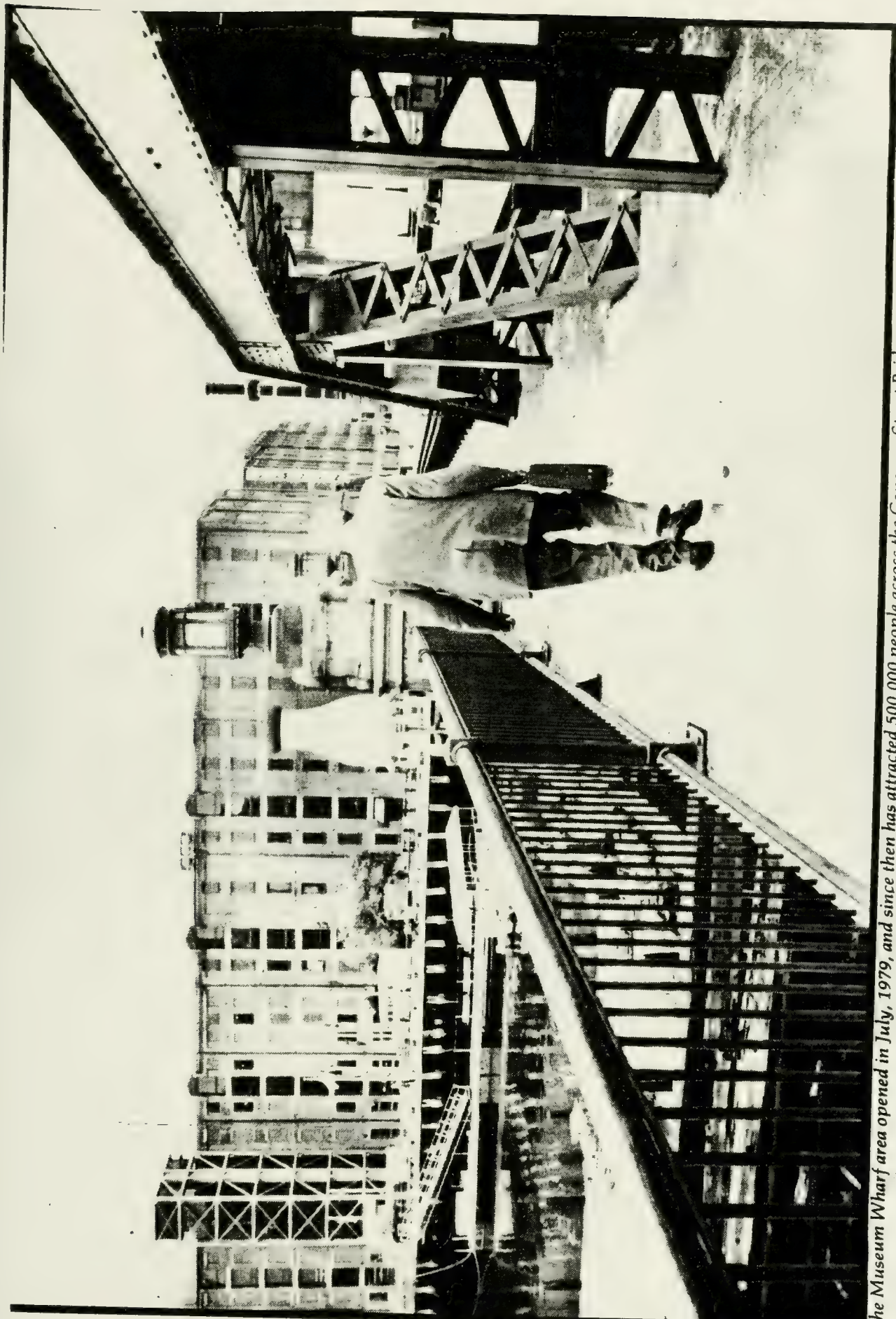
Owned by Anthony Athanas, proprietor of Pier 4. Big plans for this area: a 600- to 1000-room hotel, up to 1000 housing units, an office complex, restaurants, a marina, commercial property, and parking. Before any of this begins, however, Athanas has to find a developer who shares his dream, and the Northern Avenue Bridge has to be substantially improved.

South Station. The MBTA promises to put \$200 million into this shell and turn it into the South Station Transportation Center, the keystone of the federal Northeast Corridor Rail Project. By the mid '80s, this area should look like an airline terminal, with high-speed trains, a new bus station, multi-level parking and private development.

Owned by the Gillett Company. Most of the are already consists of modern industrial facilities. This is the way Gillette likes it; no changes planned.



The Cutler/Stavridis Gallery: Light and space at Fort Point

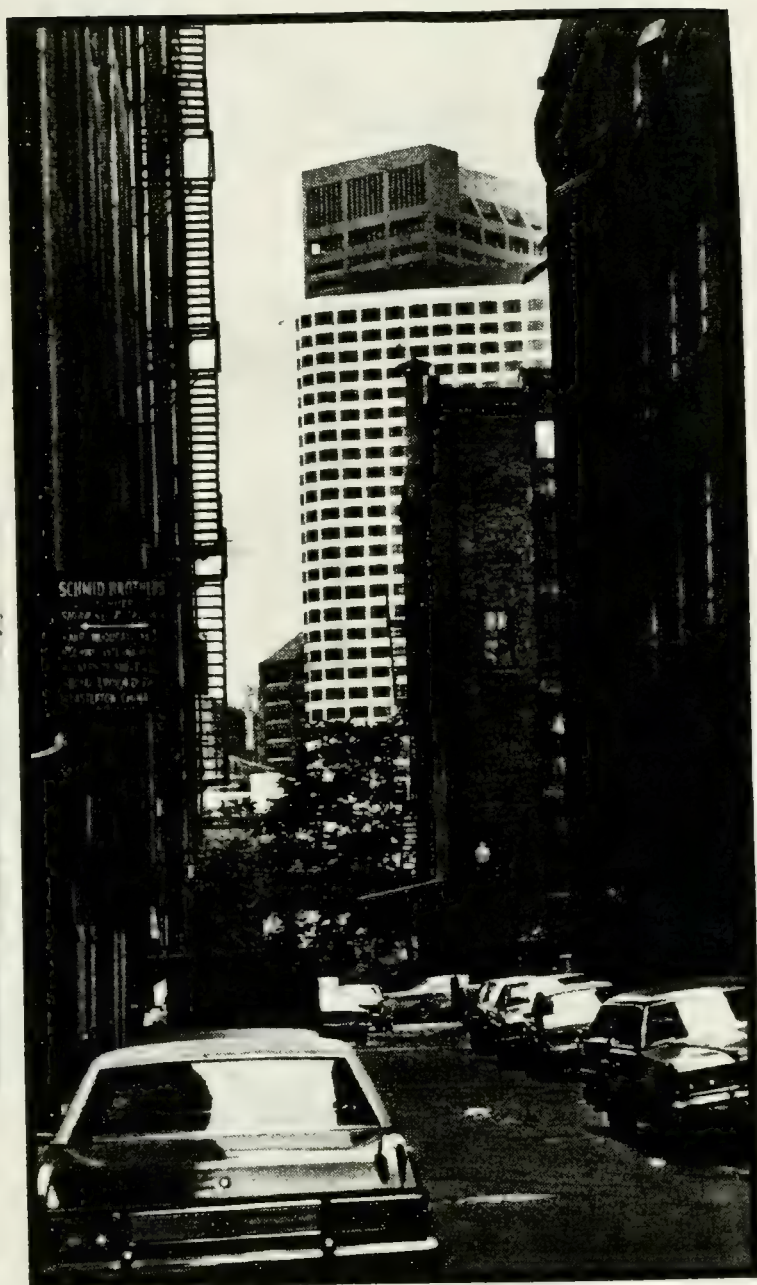


Photos by Richard Sandler

The Museum Wharf area opened in July, 1979, and since then has attracted 500,000 people across the Congress Street Bridge.



Summer Street





BRA's Flaherty wants brake on variance for artists

LOTS AND BLOCKS | ANTHONY J. YUDIS

A Boston Redevelopment Authority board member from South Boston wants to slow down the movement of artists and other rehabilitation projects located in the Fort Point Channel area of South Boston.

James Flaherty, who is also involved in community affairs in residential South Boston, has on many occasions used his position on the BRA board to hold up agenda items

when they deal with that particular section of the city.

His most recent interest was a Board of Appeal referral which came before the BRA board from the BRA staff. The staff recommended that its board advise the Board of Appeal to approve a zoning variance that would legalize occupancy by artists of a three-story building at 42-50 Bedford St., Boston, near A street.

The Board of Appeal would legalize the occupancy of 30 apartments.

In recommending approval, the memo from the BRA staff to the BRA board noted that artists had been living and working at the site for the last few years.

"Residential-studio occupancy of this former factory structure is appropriate and compatible with the mixed uses in the area and nearby waterfront and Fort Point Channel redevelopment uses," noted the memo to the BRA board.

"The people" (in South Boston), said Flaherty, "do not like this. Slow it down, the community is uptight."

"Everybody is buying down there," said Flaherty. "The community doesn't know what's going on down there."

Last year Flaherty was instrumental in holding up a major start on recycling some of the old factory buildings in the Fort Point Channel area into condominiums until the developers, Rose Associates of New York, discussed the whole program with a

South Boston residents' group. While part of the Fort Point Channel area may be in South Boston, there is a large separation between the residential section and the channel area by industrial enclaves.

At Flaherty's urging, the rest of the members, except James E. Coffield who abstained, voted to recommend denial without prejudice to the Board of Appeal. This is a device to hold up any final action on the matter. However, the Board of Appeal is an independent body and does not have to follow the recommendations of the BRA, even though it sits also as a planning board.

But Flaherty's BRA duties also include some other heavy responsibilities, such as keeping an eye on Houlihan's restaurant and lounge in 60 State Street near the Faneuil Hall Marketplace. Last year Flaherty mounted a personal crusade against Houlihan's to make sure that the restaurant did not establish a major disco operation, which the proprietors had no intention of doing anyway. It took a lot of convincing by lawyers for the establishment, developers of 60 State Street and others summoned before the BRA board by Flaherty, that the restaurant's proposed dance floor space was not attempting to get into the discotheque business.

Flaherty's watchful eye on the daily doings of Houlihan's has led to the discovery that the restaurant is expanding its seating capacity and Flaherty has again summoned the proprietors before the board to explain what is going on. BRA Atty. Paul McCann recently explained to Flaherty that the restaurant was taking out the clamshell bar and a couple of other things to make room for the added customer space. There was no expansion, he said.

Flaherty, not impressed, got his cronies to vote to summon the proprietors before the august BRA board on Aug. 21.

The North Station urban renewal project has received City Council approval with some modifications. The minor modifications were subsequently approved by the BRA and now approval is waiting from Byron Masthews, secretary, State Secretary of Communities and Development.

The minor changes deal mostly with the Sub Area II of the plan, which covers most of the area behind the Boston Garden and covering the State Dept. of Public Works and motor registry building. This area is seen as a major redevelopment program that would create an island residential community, but at a later stage.

Since this section was labeled as an "interim plan" subject to revision and refinement at a later date, the language was modified to read that the BRA would not proceed with any land acquisition within this area until an acceptable, detailed and financially sound plan is developed for the area and submitted for approval to the BRA, the City Council and the state.

The plan now includes language that mandates an "acceptable, detailed and financially sound plan is developed for Sub Area II before any land acquisitions are attempted." Also the BRA would be required to prepare and evaluate alternative possibilities for the area and determine what their impact upon the development of the first area — North Station itself, plus the still remaining residential area of Billerica street and Lomasney Way, formerly Lowell street, which abuts the Charles River Park residential complex.

The BRA would have to prepare detailed work programs taking into consideration the following:

- Alternative land use plans for Sub Area II.
- Preparation of market studies for proposed land uses and evaluation of economic feasibility.
- Maximizing public access to land use of waterfront areas along the Charles River in the North Station area for use by residents of adjacent neighborhoods in the North End, West End and others.
- Preparation of environmental impact analyses of proposed land uses, including analyses of any proposed alterations to the river shoreline.
- Investigation of state and federal financial commitments which may be required to carry out the Sub Area II portion of the development plan.
- Maximizing opportunities to provide for low and moderate income housing within this area.
- Document potential private investment interests in the area.

JUN 22 1980

New
England
Newsclip

Recycling fever spreads across Ft. Point Channel

LOTS AND BLOCKS ANTHONY J. YUDIS

The search by developers for prime office space, in light of the low vacancy rate, has taken at least one development entity over to the other side of Fort Point Channel near the South Station area.

Summer Street Eighty Group, a development entity, is currently in the process of recycling one of the old wool buildings at 268 Summer st. into a prime office building, one of the first major gut rehabilitation projects on the other side of the channel for office use.

The development group, whose principals include Kenneth Wexler of Wexler Construction Co., Inc., the general contractor for the project, has gone all out to develop a first class address and have hired the internationally known architect-planning firm of Moshe Safdie and Associates, Inc., now based in Boston, to design the rehabilitation plan. The structure will come out as a nine-level office building with 67,148 square feet of rentable space.

The Safdie firm is the consultant planning firm for the Boston Redevelopment Authority which devised the proposed North Station urban renewal

project plan now making the rounds of local government agencies.

The building will have two new high-speed elevators, all new windows and will feature a four-story atrium on the top four floors. Bay windows with harbor views, exposed brick interiors, indirect lighting and a two-story reflector-glass entry into the building.

The structure was built around the turn of the century of brick and granite facing. Spaulding & Slye Corp.'s real estate brokerage division has been named leasing agent and James E. Hooper, assistant vice president of S & S says the building is expected to get its first occupant by Dec. 15. He expects the building to be leased before then.

The rehabilitation trend in the Fort Point Channel area follows the pattern set on the intown side of Fort Point Channel, along Atlantic avenue where new owners of Russia Wharf building and the former Sheraton Building have turned or are turning these old buildings into prime office space.

The rush for new office building locations may present a problem to city planners, however, who would also like to see the Fort Point Channel get a good share of housing, also a scarce commodity in the city. But it may be that developers find it much less difficult to recycle buildings for commercial space than for housing since the local governmental agencies, who should be promoting housing developments, can also be the very ones to delay such housing plans.

For example, when Rose Associates, owner of much of the property along Fort Point Channel, decided to launch the initial phase of a major housing program to be developed from recycling old warehouse buildings, it first ran into delays from the Boston Redevelopment Authority board. It then, after receiving BRA endorsement, ran into another long delay from the Board of Appeal.

The search for old buildings for prime office space conversion could be further encouraged by the latest report from the national real estate brokerage firm of Julien J. Studley, Inc., with headquarters in New York.

The firm, which has offices in Boston as well as other major cities, reports that there is an increasingly wider gap showing up between office rentals in downtown-central business districts and the suburban areas.

According to its Spacedata report on office rentals, New York downtown office rentals are almost triple those of suburban New York, and since New York is where trends are set, other areas will be experiencing the same situation.

In Washington, D.C., rents downtown for new office space are about \$18 to \$25 per square foot while the same type of space in the Maryland and Virginia suburban rents for \$11 to \$13. In Chicago, first rate new downtown space, says Studley, is costing tenants \$16 to \$22 a square foot, compared to \$11 to \$14 in the suburbs.

In Boston, according to Steve Davis, local manager for Studley, downtown rentals of the newest of new buildings range from \$18 to \$25, compared to suburban rentals of \$14 to \$14.50, but he thinks that whatever is available in the suburban area will soon be depleted because of the lack of land for construction.

"Phenomenal" is the word used by John J. Sousa, Jr., executive vice president of Commonwealth Mortgage Co., Inc., in describing the interest shown in mortgages since the mortgage interest rate began coming down.

The firm has received \$10 million

in mortgage applications during the two-week period from June 2 through June 13, "and if this were to keep up, it would translate to a quarter of a billion dollars annually," said Sousa.

The bulk of the requests were for the government loan programs, primarily VA and FHA insured mortgages, he said.

The firm deals in the secondary

mortgage market -- mortgages backed through federal government agency programs.

Sousa says the loans at 11 1/2 percent seem to be attracting interest, even though there are five points involved (a point is one percent of the mortgage amount demanded as a one-time cost). Four points are gotten from the seller and one from the buyer, notes Sousa.



View of 268 Summer st., to be recycled into first class of ice space. Architect is Moshe Safdie and Associates.

GLOBE PHOTO BY DAVID L. RAY

Living aloft in Boston

The state of commercial-to-residential conversion

by Buz Hargraves

Not long ago, a weekend visitor to the industrial area east of Fort Point Channel would have found an urban ghost town. Though humming with commerce during the week, this multi-level mass of solid, many-colored brick warehouses was peacefully abandoned on Saturdays and Sundays: one-and-a-half million feet of floor space and

not a soul in sight, the only sound coming from an occasional seagull.

That has changed now. Under the shadow of the Summer Street overpass on Congress Street, two antique shops have appeared. Unnecessarily large signs slapped on warehouse facades advertise space for sale or lease. Some very domestic-looking garbage is turning up in

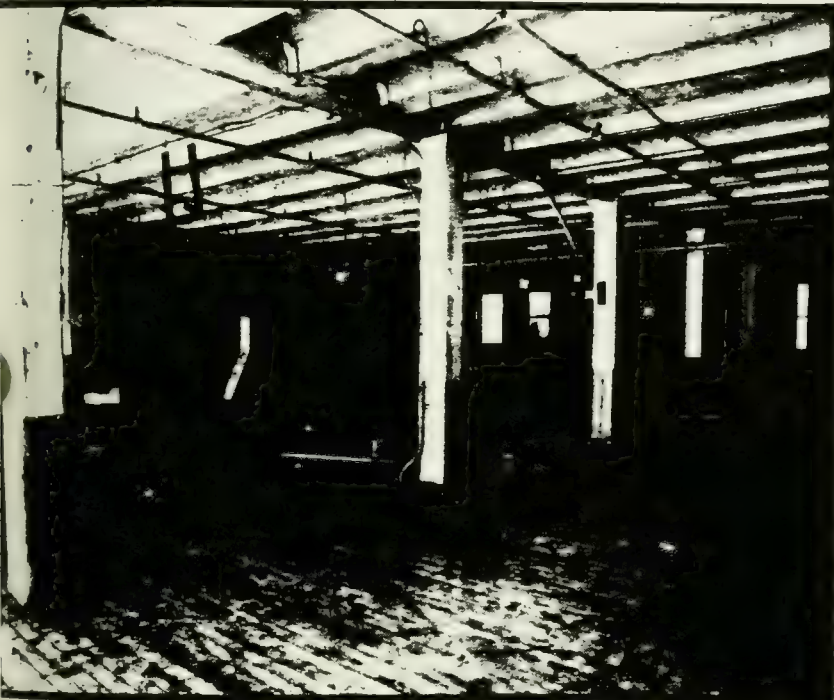
trashbins in alleys between stark brick facades, and a prescient graffitist has sprayed in Day-Glo orange on an A-Street building: "Mondo Condo." Is it the beginning of a trend? The young, moneyed, and restless have taken to casing the area on weekends, hoping they will be the first to know. If legally sanctioned loft living comes to Boston, this is where it will take hold.

Across the channel and the tracks, in the area bounded by Atlantic Avenue, Kneeland Street, and the Central Artery, other tokens of nascent loft development are evident. Some residential lofts, notably those developed through the efforts of the Artists' Foundation, have been around for some time now. This active but not thriving commercial area, called the Leather District for the many shoe concerns there, has fewer residential possibilities than Fort Point Channel but is still an area being watched by developers and loft seekers alike for possibilities of converting underused space to airy residences.

Several factors will have a bearing on whether residential loft development accelerates in these two areas in the coming months and years. One is a BRA report, due to be released this week, on the Leather District. According to BRA planner Larry Koff, it will propose guidelines that the city would like to see implemented wherever residential development in commercial areas is being considered. Since loft development inevitably happens in areas not zoned for residential use, zoning and building-code provisions are quite often at odds with what the potential loft dweller or developer envisions. And while the city and the BRA generally favor the development of needed housing, they do not wish it at the expense of the commercial and industrial communities.

Loft living has only recently taken on high-fashion status; it is an activity with a modest history, and if it had not been associated with artists, chances are the bourgeoisie would never have expressed an interest in it. Working artists have long used lofts for practical reasons: they are often cheap; they are spacious and unfinished, making it possible for an artist to spread out and not be concerned about damaging surroundings; and, consistent with the view of artists as bohemian, lofts are usually in non-residential areas, which keeps the distinct behaviors and cultures of artists and upright citizens safely apart from one another.

In many cases, such artists' lofts are



Typical Boston loft spaces before, during, and after conversion

Living aloft in Boston

illegally occupied and lacking many of the amenities Americans have come to consider essential for domestic life. In other cases, though, artists have grouped together to purchase or lease a building of lofts on a legal basis, using the space for both working and shelter. These loft apartments must be as well-appointed as any other multi-dwelling structure, in order to meet building-code requirements for residences.

It is this type of loft that has inspired today's *chic* designer loft, of the kind seen occasionally in Sunday or slick-paged magazines. Such lofts are a far cry from what a working artist would desire or could afford, but are nonetheless a rising star in today's urban-housing market. Thus lofts can be seen following the career path set out by denim jeans: first a functional possession of a working minority, next upgraded to a symbol of an unconventional and probably lurid lifestyle, and now co-opted as a designer product, usually over-priced and with distinct features of its own, but not fit for its original purpose.

Many who can afford lofts want them, and developers, too, find loft conversions attractive. Certain structures not traditionally used for housing become available for residential conversion (such as warehouses and factories), and while such buildings may require extensive plumbing, electrical, and heating/ventilation/air-conditioning work to "bring them up to code," less structural work is necessary than for a conventional housing-unit conversion.

These factors — housing demand and development opportunity — have made commercial loft conversions a big business in some older manufacturing cities, particularly New York. In Boston, the movement is just getting under way and cannot be expected to move quickly, considering the economy, legal requirements, and uncertainty about future plans for the areas in which loft living is likely to increase. In the Leather District, no further plans have reached the proposal stage, but according to Koff, some are being talked about now. Potential developers are waiting to see the soon-to-be-released report on the district, which will clarify the city's posture on further housing development there and detail other plans or ideas the city may have for the area.

The Leather District's heyday is long past now, but the area is clean, well-constructed, and the home of several businesses. Its proximity to downtown makes it attractive to urban workers but also limits the possibilities of much more residential development: it is closely constructed, with little open space and scarce on-street parking. The area cannot contain an influx of around-the-clock residents.

The Fort Point Channel (FPC) area has far greater possibilities. It, too, is well past its commercial prime, which came in the first few decades of the century, when the Boston Wharf Company erected 80 buildings, all but a few of the structures in the whole district. Today, the circular BW Co. logo still emblazons the buildings that once served as stopping places for the mammoth volume of goods moving in and out of Boston Harbor. With New England's decline as a manufacturing and shipping center in the past half century, the Boston Wharf warehouse empire has suffered increasingly high vacancy rates, but all the buildings, averaging six stories with basements, are structurally sound; all have one or more elevators, and many are fully heated.

Also convenient to downtown, FPC is ruggedly picturesque, making it even more attractive as a new housing area, and Boston Wharf Company is not unaware of its housing potential. It has gotten the go-ahead to develop a number of market-rate condominiums on Sleeper Street. These units are described as "loft-type" apartments by Boston Wharf, but a BRA spokesman says they will be more conventional housing units.

Boston Wharf has been approached by an artists' group about actual loft con-

36 Continued on page 11

Lofts

36

Continued from page 2

versions in some of its buildings. So far nothing has happened, but according to Bob Kenney of the company, "We are discussing it with the artists and their lawyers."

Chris Norton, BRA neighborhood planner for South Boston, speculates that Boston Wharf Company, having easier access to significant financial backing (it is jointly owned by an American and a British financial concern), is more likely to go for thorough renovation, making market-rate housing of its properties, provided that the Sleeper Street venture proves successful. Less-expensive artist-oriented loft conversions are more likely to occur among the few privately owned buildings in the FPC area. These buildings, scattered along Summer, Congress, A, Wormwood, and Binford Streets, are similar structurally to Boston Wharf buildings, and many are now in partial commercial use. An owner looking to up the income on such properties without a huge outlay of capital — such as would be necessary in a full-blown renovation — may find it worthwhile to do the minimum of work that will bring the buildings up to residence building-code requirements, leaving the loft spaces essentially unfinished. These spaces would then be marketed — possibly as rentals but probably as condominiums — significantly below market rate, at a price that a working artist might afford.

One such building, in fact, may be on its way to the artists'-loft market if the Zoning Board of Appeals approves the owner's proposal. The owner of the building, at 326 A Street, wants to convert the currently underused six-story building into three lower floors of commercial space and three upper stories containing nine lofts.

A more interesting case pending before the board concerns the

building at 42-50 Binford Street. Space in that building has been rented as commercial artist space, but apparently the building has become quasi-residential and the owner has petitioned the board to "legalize" the residents there. Such a request is not routine and does not address specific provisions of the zoning code. It is not known what arguments the owner will use in his case, and we were unable to contact a representative of the trust in whose name the building is registered.

Whatever the outcome of the A Street and Binford Street cases, BRA's Chris Norton is optimistic about further residential loft development in the area. He is cautious, though, about getting too specific. "We have proposals coming out our ears," he says, not only for residential development but a number of schemes and master plans for the whole north South Boston area. Long underutilized, it is now being looked to by developers and speculators as a possible site for a trade-convention center, a tourist-entertainment complex, and new industries and technologies, to name a few. With such big-money propositions on the horizon, it is not known what position loft housing will take in the line-up of development interests in the area.

The BRA is thus understandably cautious about implying blanket approval for loft conversions around FPC. Similarly, in the Leather District, growing concern from members of the business community that they will be displaced by rising rents and property values if loft conversions accelerate has made the BRA cautious about encouraging developers there. Two pieces of law, the zoning code and building code, provide the legal channels through which city government can oversee and to some degree control loft conversions.

Both FPC and the Leather District are "M"-zones (M-4 and M-8, respectively; the M is for manufacturing, the number defines limits of the permissible ratio of floor area to lot size), and

residential conversion in such areas is a conditionally allowed use. Thus, when a proposed residential use is indicated on an application for a building permit in an M-zone, the application is referred to the Zoning Board of Appeals, where the applicant — the owner or the developer of the property intended for conversion — must argue his case for setting up a residence.

For a conditional use to be approved, the board must find the proposed conversion appropriate for the area, not a nuisance or an adversity to the neighborhood, and complete with provisions for adequate and appropriate facilities. The zoning code specifies other conditions which must be met — or waived, at the board's discretion — concerning open space, off-street parking, and lot-area-to-dwelling-unit ratios.

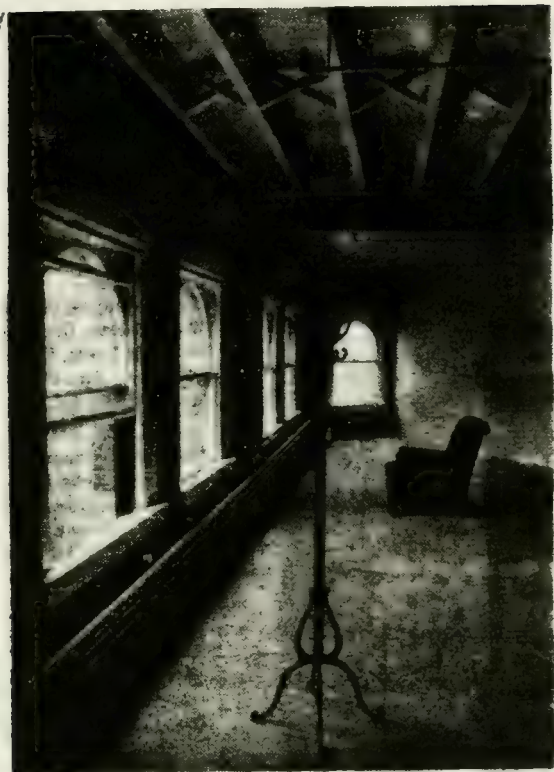
Usually more difficult to meet are building-code requirements. Generally speaking, residences have some of the most stringent code requirements, while buildings typically converted for loft living space — warehouses and factories — were built in compliance with much more lenient code provisions. Electrical wiring, plumbing, ventilation, and egress requirements are often difficult to meet in buildings that were never intended for people to live in.

Since loft development is not always welcomed by area residents, the BRA and zoning board can be expected to stick close to the letter of the law in granting conditional-use permissions, thereby warding off possible legal challenges from disgruntled or displaced parties. Some parking and open-space requirements were waived to permit the now-existing lofts in the Leather District, but according to Larry Koff, this is not likely to become a practice.

South Boston residents voiced surprisingly strident opposition to Boston Wharf's Sleeper Street development, considering that FPC is separated from the residential areas of South Boston by a considerable no-man's land of rail yards, factories, and open

MAY 3 1980

New
England
Newsclip



Condo Artists 1350

Liza Peterson concludes in her article on loft living (*RP*, 4/19) that artists are incapable of working together to acquire legal living space because they are on a perpetual ego trip.

This is a remarkable assertion to make in a city that boasts so many examples to the contrary. We know of four such projects, involving the labor of perhaps fifty artists in all, in the Leather District alone. Even the Artspace program of the Artists' Foundation was developed out of work done by the Boston Visual Artists' Union.

Ms. Peterson mentions two counter-examples in her article — a campaign to secure a mixed-use variance in the Leather District, and the development of the so-called Artists' Condo. Amazingly, she credits these achievements to institutions (the ~~BRA~~ and the Artists' Foundation) instead of to those who actually did the work.

As those who developed the Artists' Condo, we know that the building was artist-organized, artist-bought, artist-developed, and artist-supervised during renovation. A representative of the Artists' Foundation was present at the beginning of the project, but his role, and that of the foundation generally, has been peripheral.

The point is that artists have done it and can do it. The process takes more out of you than you ever thought you had to give, but it can happen.

Fred Hapgood
Michael Mulhern
Suzanne Piening
Tina Stack
Virginia Gunter
Susan Heideman
Boston

MAR 30 1980

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Newsclip

BRA endorses variances for Fort Point Channel condos

LOTS AND BLOCKS

By ANTHONY J. YUDIS

A step toward what is expected to be the beginning of a new residential neighborhood in the warehouse and manufacturing area of the Fort Point Channel was taken recently as the Boston Redevelopment Authority endorsed proposed building variances that will allow the construction of 89 luxury condominium units.

Rose Associates, of New York, and Town and City Property Ltd., of London, are owners of 33 acres of land and property along the Fort Point Channel area known as the Boston Wharf Co. properties. The property extends from the Gillette plant on one side to Northern Avenue on the other.

The development entity plans, for its initial pilot project, to recycle three five- and six-story former warehouse buildings into apartments, at 15-21; 29-31, and 33-37 Sleeper st., near Congress street and the new Children's Museum.

Rose Associates had hoped to launch the program back in January, but when some concern was voiced by South Boston community representatives, the BRA suggested, before endorsing the variances, that the developers sit down with the community and come to a meeting of the minds.

At last week's BRA board meeting, James Flaherty, board member and South Boston resident, who also is active in community affairs, told his fellow board members that the developers had met with the community and had come to an agreement on such concerns as parking, employment and pricing policies, and that he himself had no objections to the project.

It now goes to the Board of Appeal which must give its official approval. At the January hearing developers indicated that market prices would be about \$75,000 to \$85,000 per unit, but noted that the fi-

nal prices would depend on the reaction of the market.

The Board of Appeal is expected to hear the petition for variances in April. The BRA planning staff found that the plan is "consistent with the residential development of the waterfront area."

The BRA board last week balked at giving permission to its director Robert Ryan to have his staff draw up a favorable report and decision for the controversial 150-unit elderly housing development for Brighton at Washington street, Corey road and Egremont street.

The project would be built by B'nai B'rith Senior Citizens Housing Corp., which two weeks ago at a public hearing petitioned the BRA for a Chapter 121A limited dividend tax agreement. The agreement would allow the development entity to pay the city a percentage of income rather than regular taxes based on assessments and the tax rate.

Authorization to draw up a favorable report does not commit the BRA to approve the project, but would save time if and when the BRA is ready to give its approval.

However, the BRA board gave the request a lukewarm reception, particularly Flaherty who expressed anger that the development entity had not completed to his satisfaction a tenant selection committee plan. The matter was tabled for another two weeks.

The board was informed that the local community newspaper had editorialized against the project and one member said there was no guarantee that the board would approve it, so that asking for approval to draw up a favorable report was premature.

At the public hearing two weeks ago there was substantial opposition expressed by some neighborhood representatives who alleged the district was already heavily impacted with elderly housing and that future traffic congestion problems would result. B'nai B'rith also had a number of people to testify in favor of the project. They cited an enormous shortage of housing to take adequate care of the area's elderly residents faced with rising rents while living on fixed incomes.

The turnkey method of building public housing projects was formulated as a means of reducing the time involved in putting a project together and getting it

built. At one time when public housing authorities only could develop such housing it often took anywhere from two to three years before a project got into the ground because of the enormous amount of red tape involved within such public agencies. Later, the turnkey approach was approved which allows the public housing agency to, in effect, "buy" a completed housing package from private developers who would find their own sites, produce the designs and build the project after completing negotiations with the public housing agencies involved.

One of the record time savers has to be the development package produced by the State Street Development Co. of Boston and architects Brett Donham & Tadhg Sweeney of Boston, with cooperation from the Federal Housing and Urban Development Department's regional office in Boston, the Mass. Housing Finance Agency and the Barnstable Housing Authority.

The result was that from the time the 69-unit elderly housing proposal was accepted, on May 29 last year, by HUD, ground was broken only six months later.

The development, at Old Colony road and South Street in downtown Hyannis on the Cape, was conceived, according to

Tadhg Sweeney, architect in charge, as "a large rambling Cape Cod hotel with special emphasis on the particular needs of the elderly. The result is a familiar residential environment that allows for independent living as well as communal activities."

The development will have two communal dining rooms which will serve as

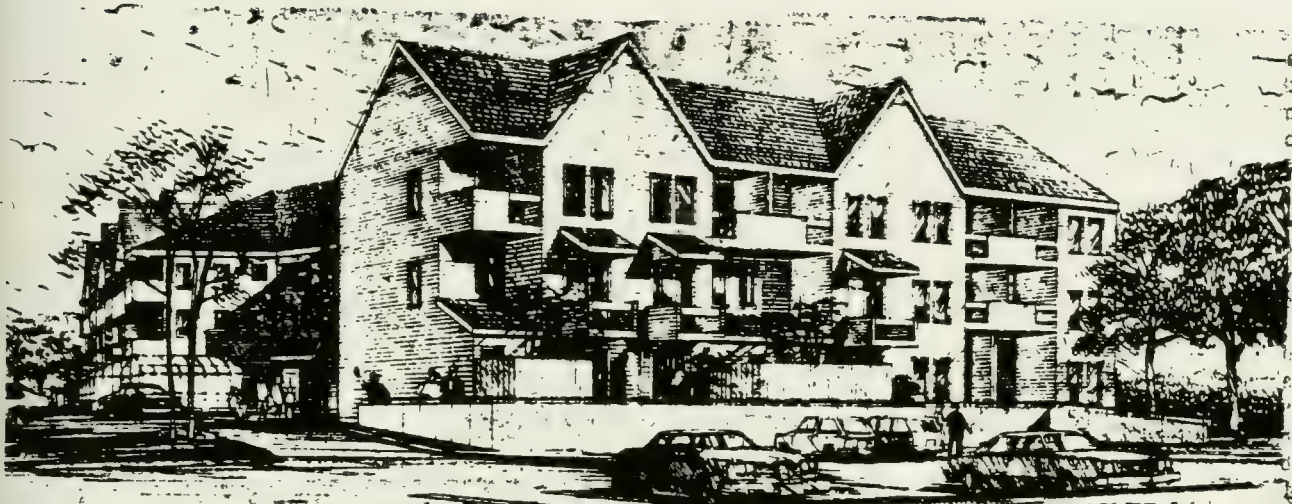
the headquarters of a country-wide nutrition program.

Occupancy is expected by the end of this year.

Slater Publications, Inc. of Needham Heights, has published its latest edition of "The Big Book," the directory of more

than 96,000 general contractors, subcontractors, material and equipment suppliers, architects, engineers, consultants, manufacturers and representatives and others doing business in New England.

The 1148-page guide, a larger version than previous issues, is selling for \$48 per copy.



A 66-unit elderly housing project designed by Brett Bonham. Turnkey project for the Baranstable Housing Authority by & Tadhg Sweeney, architects of Boston, and developed as a State Street Development Co.

For the Boston Globe

BOSTON GLOBE
BOSTON, MA
D. 480,691

JAN 3 1980

New
England
Newsclip

1350 Rees seeks housing aid for city artists

Artists living and working in Boston are gradually being forced out of the city due to zoning variances which make it too expensive for them to maintain space in one neighborhood for very long, according to a letter sent out Friday to various Boston agencies by the Mayor's Office of Cultural Affairs.

The letter, penned by OCA director Helen Rees, calls for a coalition of the city's businesses and artists to examine housing problems artists have encountered in the city over the last few years. It was sent to the Mayor's Office of Housing, Boston Visual Artists Union, Artists Foundation, Boston Redevelopment Authority, Institute of Contemporary Art and various members of the city's financial community.

The letter, in part, reads: "Boston's artists are a major asset to the city. It is imperative that we address the needs of the artists or face the possibility of a major migration of artists out of the city."

Lisa Lefer, a spokesperson for the OCA, said artists in the city are constantly searching for suitable loft space in which to live and work. Since a fire destroyed a major artists' housing project in Jamaica Plain in 1976, artists have relo-

cated primarily in two areas of the city, the leather district that abuts Chinatown, and the Fort Point Channel district near South Station.

But, now, new zoning variances are "railroading" artists from their homes in these areas, Lefer says.

Dan Corrigan, executive director of the Artists Foundation, a group founded five years ago to fund professional artists in Massachusetts, said the Zoning Board of Appeals will decide shortly on an item which, if passed, would allow the conversion of loft space in the leather district into condominiums, thus pricing a majority of artists out of the area.

— TOM SABULIS

Office market tight, Boston looks for places to build

BOSTON SUNDAY GLOBE
BOSTON, MA.
S. 606.398

MAY 6 1979

H. Point Channel

New
England
Newsclip

By Anthony J. Yudis
Globe Real Estate Editor

With the city of Boston experiencing a tight office market, it's conceivable that development entities will be looking for desirable sites for potential new construction in the near future.

Where are the more desirable sites?

According to the second part of a comprehensive office market study completed by consultants and staff of the city's planning department, within the Boston Redevelopment Authority, the areas most in demand would be the Broad street area (financial district), the waterfront and the South Station area.

The South Boston side of the Fort Point Channel — an area seen as a major development district of the future — received the largest negative response (70 percent from the 493 office tenant employers surveyed by the city).

The study released recently, "The Office Industry Survey, Part II, An Analysis of Office Tenant Responses," covers a wide variety of topics, relating to the Boston office industry which has been an important growth product in Boston since the 1960's.

In the job category, in January of 1978 there were 147,000 workers in these downtown competitive office buildings, representing more than half (54 percent) of the 272,000 workers employed downtown and more than a quarter (28 percent) of the city's total work force of 535,000.

Office building employers responding to the survey indicated that they consider the South Boston side of the Fort Point Channel area as aesthetically undesirable, poorly situated to clients, supportive business and major financial institutions, with poor access to the MBTA's rapid transit system. But the study notes also that many of those responding were only "vaguely familiar" with the Fort Point Channel area.

"Perceptionally, its distance from South Station was greatly exaggerated."

Areas perceived as being undesirable office locations included also North Station and the midtown area (between the Back Bay and the financial district) including the Combat Zone area, garment district and Park Square).

The midtown market area will remain

the problem office area in Boston, says the survey.

"Projections based on questionnaire responses call for a yearly loss of approximately 83,700 gross square feet, totalling 418,500 gross square feet by the end of 1982," says the survey.

"This is not good news for an area currently experiencing a vacancy rate of close to 30 percent (totaling 1.3 million gross square feet of vacant office space)."

The survey notes, however, that with construction of a state transportation building to begin this spring, theater district improvements and Tufts University's expansion plans, "Confidence in this area as an office center should greatly improve."

The survey says it expects the office space market in downtown Boston to remain healthy into the 1980s as the city's economy continues to expand.

"While the amount of office space absorbed will not equal levels prevalent during the late 1960s and early 1970s (900,000 to 1.6 million gross square feet yearly), office space demand will be strong enough to facilitate rehabilitation of older buildings and the construction of an additional one million square feet of leasable space," the survey says.

The study couples the job increase with the amount of office space built in the city, noting that since 1960, roughly 15.5 million square feet of competitive office space was either built or created from the conversion of non-office structures.

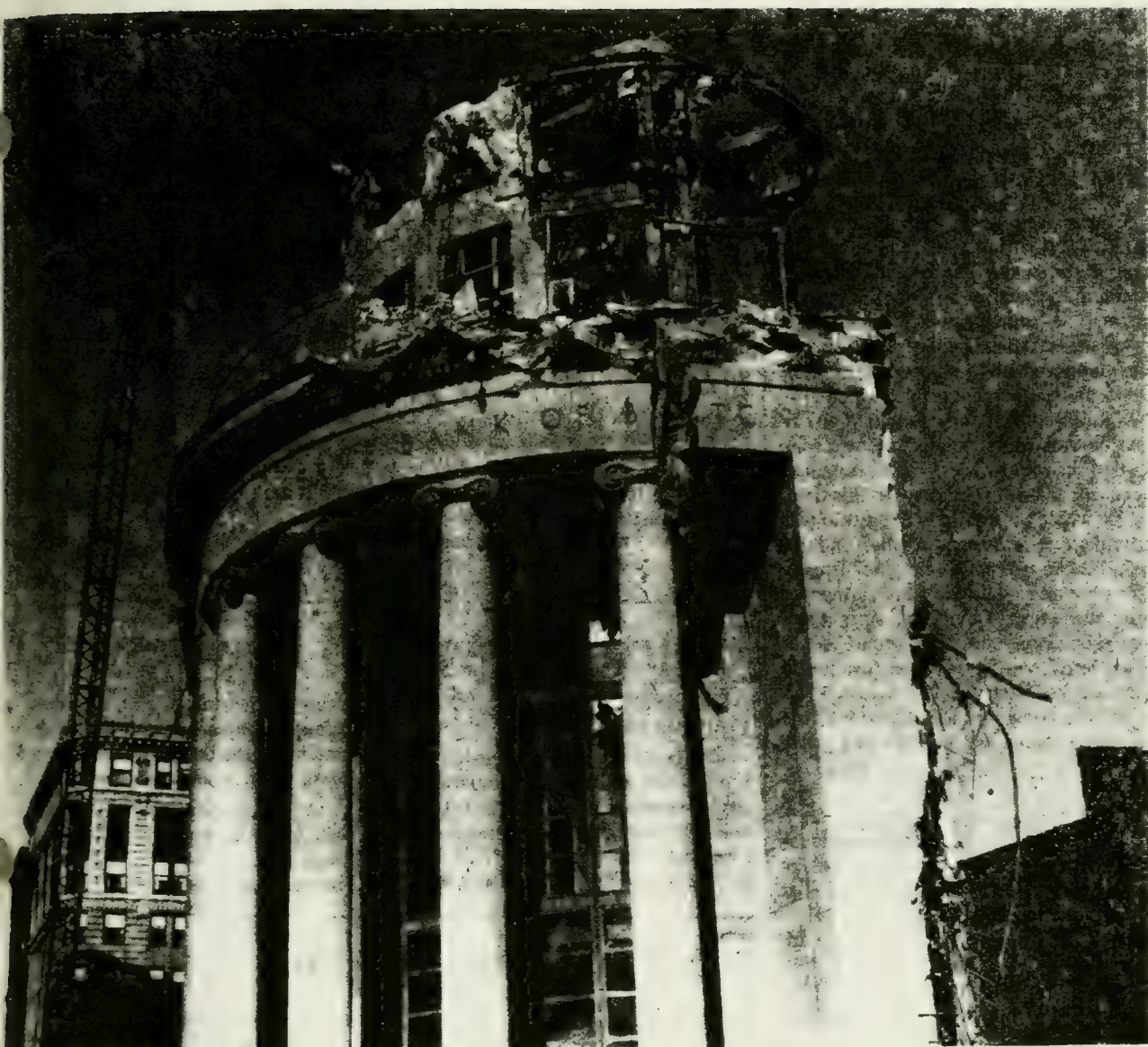
Since 1966, notes the study, 40,860 jobs were added to downtown Boston's competitive office buildings.

The jobs, office tenant employers reported in the survey, were created mainly through the expansion of existing firms in downtown Boston.

More than 400 office building tenant employers reporting in the survey, projected an increase of employment in Boston's downtown competitive office buildings of 15,680 jobs through the end of 1983, a 1.6 percent annual increase, according to the survey.

The 106,000 workers employed in competitive office space in 1966 climbed to 147,200 by January 1978. By 1983, this number is expected to increase to approximately 163,000 workers, notes the survey.





All that was left last week of the 1953 building of the old Federal Reserve Bank Building in Post Office Square. Demolition is under way to make way for a 39-story, 750,000 square-foot office building, a 300-room hotel and 400-car garage to be

developed by The Beacon Companies of Boston. One building, built in 1922, will remain and recycled for the hotel portion. Architects are Jung/Brannen Associates, and Pietro Belluschi.

"The fastest growing firms in Boston have been, and will continue to be professional and business service firms, finance, insurance, and real estate firms."

In his introductory remarks to the study, Mayor Kevin H. White notes that currently only one out of four who work in Boston's office buildings live in the city.

"I would hope that in the not-too-distant future more of Boston's resident workers would be employed in Boston's offices, and that more of those who commute to Boston would want to live in the city as they get to know and enjoy the advantages of city life."

The Mayor notes that a number of developer proposals for new office buildings are currently being reviewed.

"The prospects for growth in Boston's office-based services activities are one of the brightest elements in the city's future," he notes, "and I will work with

the private sector to help make that future a reality."

Robert Ryan, director of the BRA notes that the study results would be used "to help us make decisions in many connected fields, including the future of Boston's downtown, public investment requirements, modernization, land use alternatives and renovation of older space for office use."

The study indicates that Boston's vacancy rate overall is about nine percent (as of October of last year, 6.1 percent for Class A modern buildings renting \$10 and up).

The rates for Boston compared to national downtown vacancy rates over the last 26 years indicate, says the report, that vacancy rates in downtown Boston "have deviated little from national trends."

"It should be noted," says the study, "that during the year 1965 through to early 1976, downtown Boston vacancy rates actually were below national downtown

averages for the same period. This healthy vacancy picture underscores the steady growth of Boston's finance and service industries during the last ten years and their potential for further growth during the next decade."

The survey was undertaken by consultant Michael Matrullo in conjunction with the BRA's research department headed by Alex Ganz and Peter Menconeri of the BRA's development department.

Participants included various staff of the BRA and the Greater Boston Real Estate Board as well as the private real estate industry. Ryan, Elliott & Co., Inc., compiled the office building inventory for the report.

The survey should be of interest to commercial developers since it contains the kind of information and figures that might be needed in making determinations on the feasibility of doing business in Boston in the future.

JUN 18 1978

ENGLAND

Late starter bids to win Boston hotel sweepstakes

By Anthony J. Yudis
Globe Staff

While city and business leaders still discuss the need for another convention hotel in the city, two Boston developers, James Craig and Austin Heath, have been diligently attempting to advance work on their own proposal.

Even though they are late comers in the hotel sweepstakes (there have been numerous announcements of hotel proposals, but nobody has come forward to say he is ready to build) and they are aware that at this point the odds are against them, they are still hoping to induce city officials to keep an open mind on the proposal and not lock them out because others announced before them.

Craig and Heath recently, as reported on these pages, signed a purchase-and-sales agreement for some 26 acres of Penn Central RR land within the Fort Point Channel area across from South Station earlier this year.

We learned, as a follow-up to the initial negotiation, the developers have hired the architectural firm of WZMH Habib Inc. of Cambridge and Graham Solano Ltd. of Woburn, interior designers, to work on the team to design a multimillion-dollar hotel and trade center along Northern avenue on the railroad land.

WZMH Habib Inc. and its parent, firm Webb, Zarafia, Menkes, Housden and Habib Inc. of Toronto, Canada, and the Solano firm have worked on more than 50 hotels around the country.

These two teams collaborated on designs that included the Hyatt Regency Hotels in Toronto and Vancouver; The Inn on the Park Hotels in Toronto, Ottawa and London; Four Seasons Hotel in Toronto, Parish, Rome and Natanya, Israel; Hilton Hotels in Quebec City and Toronto.

They have drawn up preliminary plans that spell out the basic elements, size and interrelationship of the project with proposals that would surround it.

"Right now we are costing it out, but we're not frozen so that changes cannot be made as it gets public exposure and suggestions," said Craig.

Craig and Austin are currently developing Union Wharf condominiums on the Waterfront, a project which has

to be one of the fastest to get under way from announcement of intent to develop to actual construction.

His Union Wharf work was preceded by several years of running the Lewis Wharf commercial-condominium-retail development nearby.

But Craig, a graduate of Harvard Business School and Mass. Institute of Technology, is no stranger in the hotel profession.

He's been in the hotel business for 17 years and had served as vice president of development for the Hotel Corp. of America. In that role, he was responsible for the planning and development of 13 major hotels with a total of more than 5000 rooms and a value exceeding \$170 million. He also was involved in the development planning of another five hotels, with 2600 rooms in all, throughout the United States, Belgium, Bermuda, the Bahamas, Canada, England, Ecuador and West Germany.

Broderick Properties, as the new venture is being called, at this point has no hotel chain standing in the wings. But Craig says that isn't a must at this point as far as he is concerned. He has no worry about that now. He points out that many hotel chains have already expressed a willingness to come to Boston — but the problem is not on that end. It's on the developer and — meaning putting the horse before the cart, by developing a financially feasible building plan first, then bringing in the operator.

Broderick Properties biggest job might be to convince restaurateur Anthony Athanas, who has been land-banking major sites near his Pier Four Restaurant for a number of years while looking for a favorable deal with potential developers of a hotel and restaurant complex. The Broderick property is just across Northern avenue from Athanas' property.

How long the city will consider the Athanas property a priority development, at the expense of other proposals that came later, is unclear at this time. However, Boston Redevelopment Authority Director Robert F. Walsh said the city will keep an open mind on all proposals and study them carefully as to design and financial feasibility.

And at this point the city is concen-

trating on plans to solve the traffic problems in the area, e.g., the need for relocating the old Northern avenue bridge and an access road within the Fort Point Channel to funnel heavy truck traffic away from the South Boston residential community.

Craig says his architects are planning the hotel in context of overall studies already carried out by the city's planning board.

The architects are designing a convention hotel of 800 to 1200 rooms. Their concept starts with creation of a three-story "pedestal" with an open courtyard and two hotel towers, totaling 800 rooms. Later expansion with a third building can produce an additional 400 rooms plus extensive multi-level parking and exhibition space.

The site plan is such that it can adapt to a relocated Northern avenue, according to the architects' project description, although the hotel can operate with the present avenue and Congress street bridge.

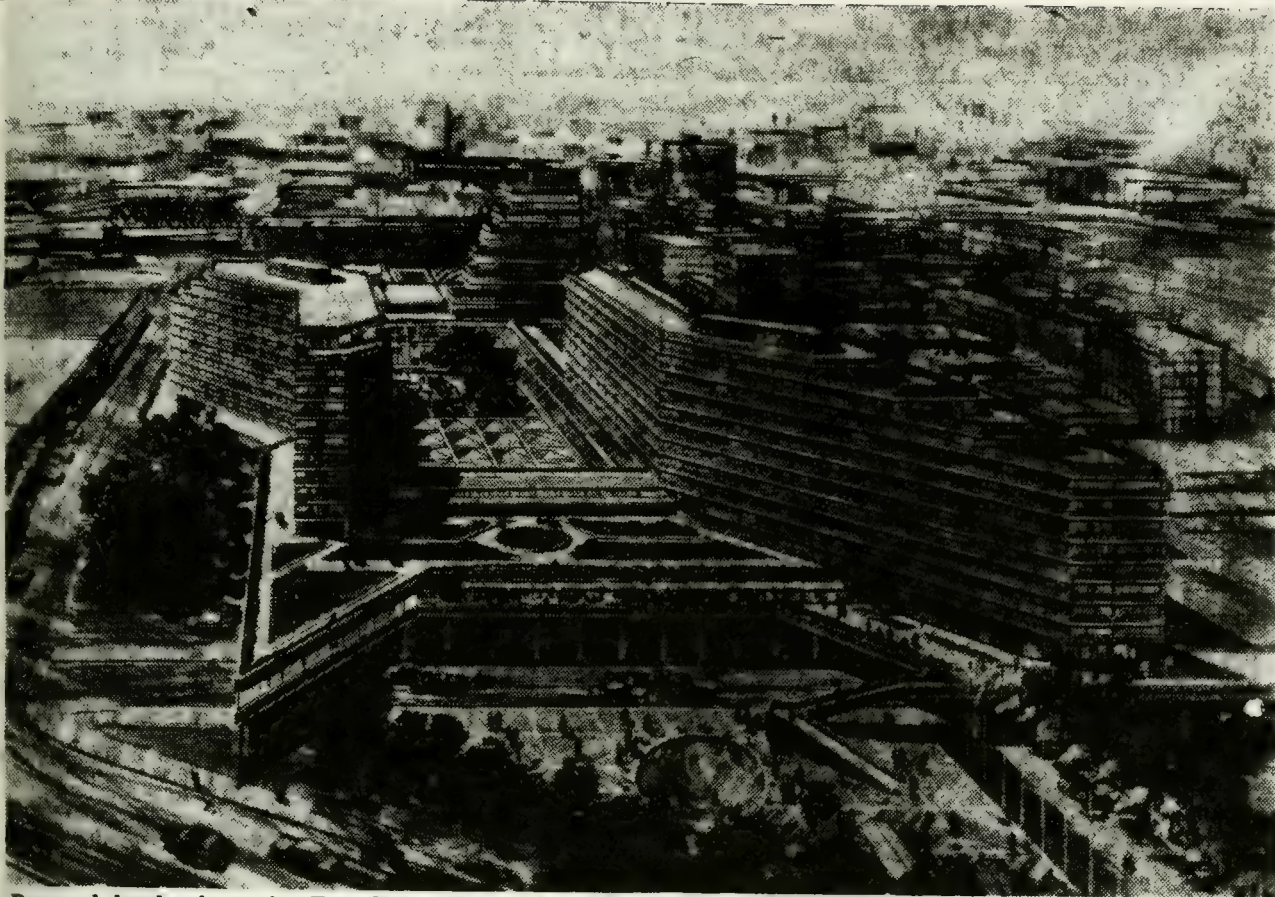
The public areas of the hotel are on three levels and entrance into the hotel itself for guests is from the Northern avenue side. The guests enter at ground level and can either take escalators to the third level for registration or can walk to the third level through an unusual indoor-outdoor atrium.

The atrium area has planting and landscaping on the interior at ground level. This level opens onto a large exterior landscaped garden that rises from ground level to the second floor which contains the convention area, note the architects.

A gentle trickle of recycled water and at the top, a pool and pool terrace round out some of the amenities.

The architects have put a separate entrance for convention visitors on ground level which includes lobbies for registration for various meetings that may take place. Escalators and elevators service the main convention area on the second floor, which has up to 14 meetings rooms and two large banquet rooms. The combined banquet rooms, which can be used as one room, can seat 4000 persons.

The third floor contains the normal hotel functions — front desk, shops,



Proposed hotel scheme for Fort Point Channel area, by Northern avenue (with Fort Point Channel to right) set along Broderick Properties, shows hotel complex fronting on three-story open space and convention space pedestal.

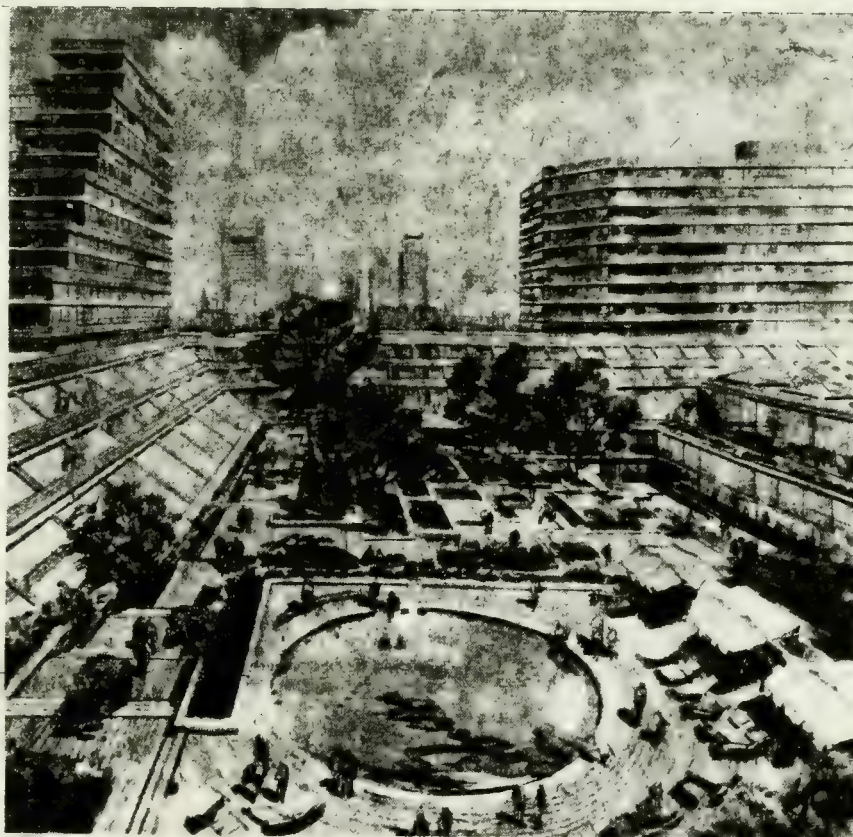
restaurants, lounges. There is a pool, poolside bar and lobby looking out onto the landscaped area while the restaurants and cocktail lounges have been designed to take advantage of harbor views, the architects note.

Phase two would provide 400 more rooms to bring the total to 1200 and provide 50,000 square feet of exhibition space, covered parking for 800 cars, a sports and health center and additional banquet space.

The developers estimate their proposal would cost about \$84 million when both phases are completed. How all this would be financed at this point is not firmed up — and this is one area the city would be looking at carefully before it is convinced the latecomers on the scene are ahead of those who have landbanked their properties for several years as they await public policy decisions.

With all the expressed interest in the area, it puts the city in a good position to be able to back the best proposals giving maximum benefit to the city.

It also means the city might not have to tolerate long delays by some developers who might be bent on maximizing their own gains as much as possible by delaying as long as possible. The competition is seen as a good omen for the city.



View from top level of three-story pedestal, looking toward Fort Point Channel and Boston financial district on the other side at South Station area. Top open space level contains swimming pool, poolside bar, with restaurants and hotel lobby area within the buildings looking out onto terrace area.

SOUTH BOSTON
TRIBUNE
SOUTH BOSTON, MASS.
JUN 8 1978

JUN 8 1978

Public Hearings Announced

In accordance with the Wetlands Protection Act (Chapter 131, section 40 of the Massachusetts General Laws), the City of Boston Conservation Commission will hold a Public Hearing on Wednesday, June 7, 1978 at 7 p.m. in the BRA Board Room, at Boston City Hall on the 9th floor relative to the Notice of Intent submitted by Massachusetts Port Authority to revitalize the Fish Pier on Northern Avenue in Boston. Work will include renovation of the pier, site work and utilities, core and shell improvements to buildings 1 and 2 in addition to architectural, survey and boring work. The Commission will review the proposed work to determine conditions, if any, to be imposed in order to protect the interests of public and private water supply, the ground water supply, flood control, storm damage protection, the prevention of pollution, the protection of land containing shellfish and the protection of fisheries.

In accordance with the Wetlands Protection Act

continued on page 4

PUBLIC HEARINGS ANNOUNCED

(Chapter 131, section 40 of the Massachusetts General Laws), the City of Boston Conservation Commission will hold a Public Hearing on Wednesday, June 14, 1978 at 5:30 p.m. in the BRA Board Room on the 9th floor in Boston City Hall relative to the New England Aquarium Corporations Notice of Intent to construct a pier and floating dock at Central Wharf to provide docking facilities for one cruise vessel or commuter hovercraft. The Commission will review the proposed work to determine conditions, if any, to be imposed in order to protect the interests of public and private water supply, the ground water supply, flood control, storm damage protection, the prevention of pollution, the protection of land containing shellfish and the protection of fisheries.

In accordance with the Wetlands Protection Act

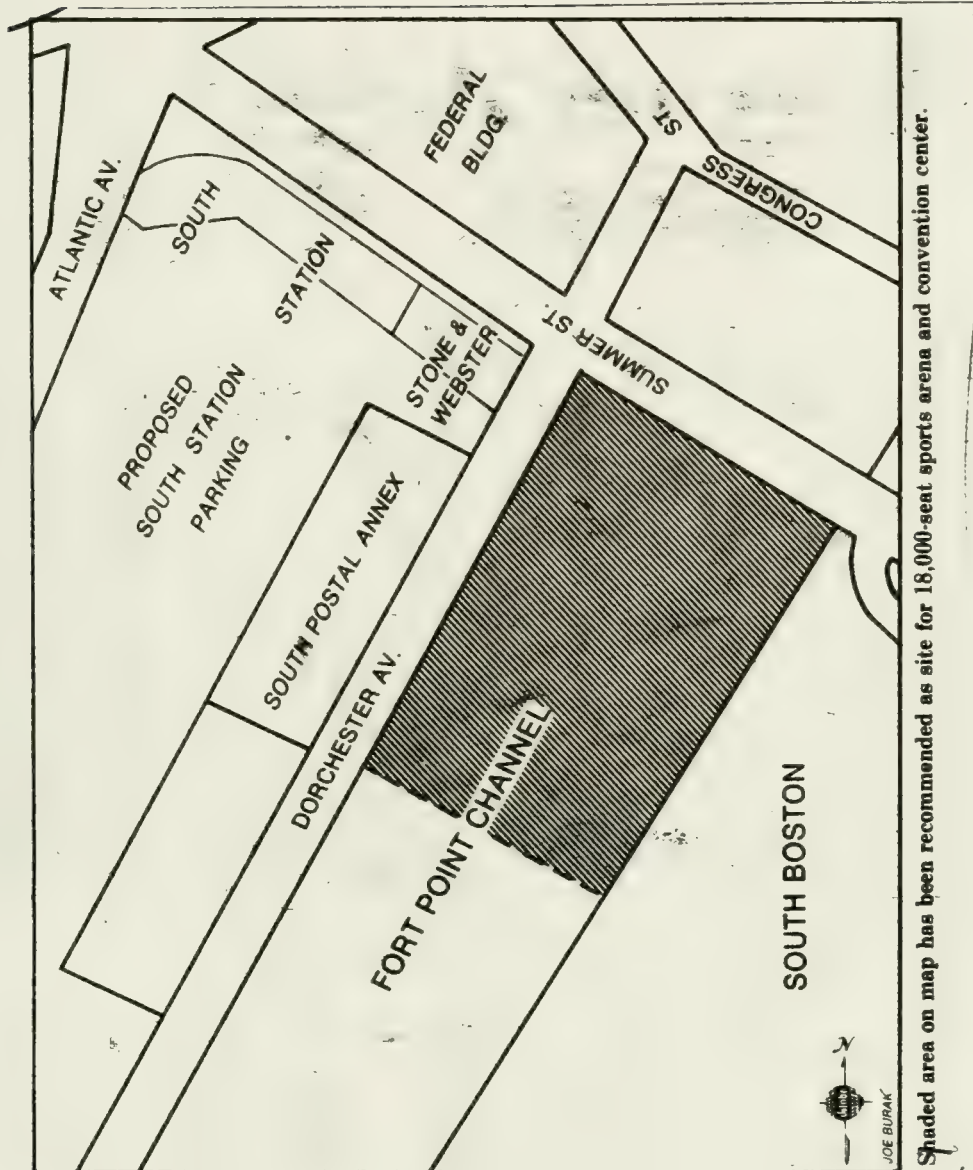
(Chapter 131, section 40 of the Massachusetts General Laws), the City of Boston Conservation Commission will hold a Public Hearing on Monday, June 12, 1978 at 8 p.m. at the John McKeon Post, 4 Hilltop Street in Dorchester relative to the Notice of Intent submitted by Corcoran, Mullins Jennison, Inc. to convert the Keystone building to elderly housing. The work will include demolishing of 5 small buildings on the project site and extensive landscaping. The Commission will review the proposed work to determine conditions, if any, to be imposed in order to protect the interests of public and private water supply, the ground water supply, flood control, storm damage protection, the prevention of pollution, the protection of land containing shellfish and the protection of fisheries.

BOSTON EVENING GLOBE
BOSTON, MA.
D 11 1977

DEC 2 1977
New
Newspaper

S. Station arena site eyed
A site over Fort Point Channel near South Station is being recommended by the Boston Redevelopment Authority as the best location for an 18,000-seat sports arena and convention center. The BRA estimates the cost at \$58 million. Page 28.

1350 PAGE ONE



Shaded area on map has been recommended as site for 18,000-seat sports arena and convention center.

BOSTON GLOBE
BOSTON, MA.
D. 288,962

DEC 2 1971

New
England
Newsclip

BRA picks a site for new arena

★ARENA

Continued from Page 1

"The site for an arena has not been the problem," said Robert Walsh, BRA director. "The problem has been whether an arena is financially feasible, and that has yet to be proven."

Walsh said that the BRA conclusions about the costs of developing various sites for the project remained "pretty preliminary." He also said detailed study of the environmental impact, engineering costs and other aspects of the channel site had not been conducted.

The BRA study concluded that the site was "the most desirable for the development and probably the only site that has both financial feasibility and a realistic schedule for construction." It could be developed immediately, the report said.

However, the BRA analysis also noted that the site "may have serious environmental problems" the other four sites lack.

The other sites are the Boston Wharf Co. area near South Station; the land owned by Massachusetts General Hospital and the Penn Central Railroad near North Station; a site along Nashua street near North Station, and a location above the Massachusetts Turnpike interchange at Copley Square.

owned by the Commonwealth of Massachusetts. The BRA concluded that the cost of acquiring the development rights would be nominal.

Another attractive feature, the BRA maintained, is the site's accessibility to major transportation arteries, including the turnpike and the Southeast Expressway. Parking and pedestrian access also would be easy, the authority's study found.

"You're naturally drawn to that (site) as a place for a public gathering of this sort," Ralph Memolo, a BRA spokesman, said in outlining the site's assets.

The BRA analysis acknowledged that development of the site "may be seen by environmentalists as having a negative impact on the Fort Point Channel." The report's authors did not give their reasons for raising that suspicion.

While the analysis concluded that development of the channel site "will have no noticeable impact on any established residential community," increased land values in the area is likely to prohibit continued conversion of warehouse space in the adjacent "leather district" to artists' lofts.

The impact on that district would be dramatic, according to the BRA. Adjacent properties probably "will undergo major redevelopment" as hotel and commercial facilities.

The arena-convention complex, as contemplated by the BRA, would require 4500 parking spaces within three blocks of a 100,000-square-foot arena and a 150,000-square-foot convention facility. In the area of the channel site, 3150 spaces exist and 2000 would have to be added.

The push for a new sports complex has come from White, who became apprehensive earlier this year that the Celtics might leave the city if the team could not play in a newer facility than the 49-year-old Garden, which has about 15,000 seats.

City officials believe a convention center of some sort is critical to the prospects for a new arena. Walsh said recently that he did not believe an arena, by itself, would be financially feasible, and the mayor has viewed a new arena as one means of attracting conventions that would bring economic benefits to Boston.

The city tried four years ago to have a sports arena built in the South Station area, but the project was dropped when the owner of the Garden and the Bruins at the time found it too expensive.

BRA backs arena near South Station

By Peter Cowen
Globe Staff

The Boston Redevelopment Authority (BRA) has recommended a site above Fort Point Channel near South Station as the most desirable place to build a new 18,000-seat sports arena and convention center.

In a report prepared at the request of Mayor Kevin White, the BRA concluded that the site — in the air over the channel — was the least expensive of five possible locations for the new

facility — even though almost \$2 million would be added to the construction cost by building it over the water.

The cost of the 250,000-square-foot complex would be \$58 million, according to the BRA. That figure is considerably lower than it would have been for the other sites.

The BRA recommendation is only one facet of the project, which still must be found financially feasible and must be approved by the Boston Bruins

PAGE ONE

and the Boston Celtics, who would occupy the new sports complex which would replace the deteriorated Boston Garden.

The Bruins would not comment on the proposal last night. Celtics vice president Jeff Cohen confirmed that team officials have been talking to developers studying the proposal but said: "It's not for us to say anything at this time."

The financial aspects of the proposed complex are being studied by a

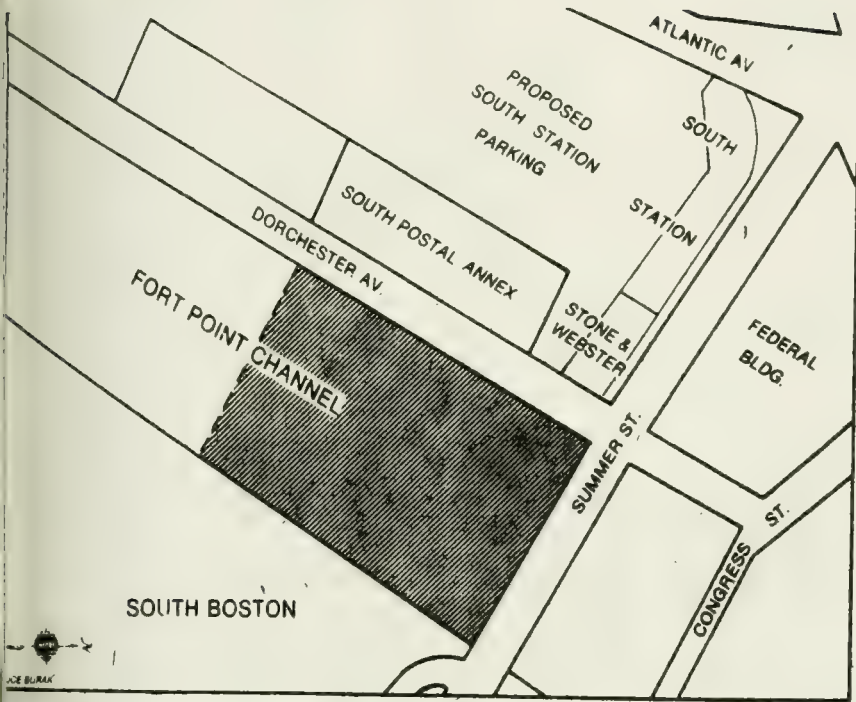
group of Boston business leaders headed by Mortimer Zuckerman, a partner in Boston Urban Associates, a major development company.

Zuckerman said last night: "We've been working very intensely on putting the package together. Right now, any talk of plans being finalized is both premature and ridiculous. Negotiations are getting more serious all the time, but we've still got a lot of work to do."

ARENA, Page 21

VISION DEVELOPMENT
BOSTON, MA
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DEC 2 1977



Shaded area on map has been recommended as site for 18,000-seat sports arena and convention center.

BRA wants new arena next to South Station

by Peter Cowen
Globe Staff

1350

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"The site for an arena has not been the problem," said Robert Walsh, BRA director. "The problem has been whether an arena is financially feasible, and that has yet to be proven."

Walsh said that the BRA conclusions about the costs of developing various sites for the project remained "pretty preliminary." He also said detailed study of the environmental impact, engineering costs and other aspects of the channel site had not been conducted.

The BRA study concluded that the site was "the most desirable for the development and probably the only site that has both financial feasibility and a realistic schedule for construction." It could be developed immediately, the report said.

However, the BRA analysis also noted that the site "may have serious environmental problems" the other four sites lack.

The other sites are the Boston Wharf Co. area near South Station; the land owned by Massachusetts General Hospital and the Penn Central Railroad near North Station; a site along Nashua street near North Station; and a location above the Massachusetts Turnpike interchange at Copley Square.

A major advantage of the channel site is that it is owned by the commonwealth of Massachusetts. The BRA concluded that the cost of acquiring the development rights would be nominal.

Another attractive feature, the BRA maintained, is the site's accessibility to major transportation arteries, including the turnpike and the Southeast Expressway. Parking and pedestrian access also would be easy, the authority's study found.

"You're naturally drawn to that (site) as a place for a public gathering of this sort," Ralph Memolo, a BRA

BOSTON HERALD
AMERICAN
BOSTON, MA.
D. 337.060

Area

DEC 2 1977

Southie arena site backed

1380
Fort Point Channel in South Boston is the most desirable location for a new, 18,000-seat combined sports arena and convention center, the Boston Redevelopment Authority (BRA) has concluded.

A detailed analysis of five proposed sites was prepared at the request of Mayor Kevin H. White, who last summer also appointed a task force of businessmen to consider the financial ramifications of building a replacement for the antiquated Boston Garden.

The task force, headed by Boston developer Mortimer Zuckerman, is "very close" to an agreement with

the Celtics and Bruins over the new facility, City Hall sources said.

The 27-page BRA report evaluated five sites — two in South Boston, two near North Station and one at the Massachusetts Turnpike interchange at Copley Square — on the basis of cost, availability and community impact.

The analysis was based on the need for a 250,000-square-foot complex — a 100,000-square-foot arena capable of seating 18,000 for basketball and 17,000 for hockey, joined by a 150,000-square-foot convention center and parking for 4,500 cars.

PAGE 1
ONE

DEC 7 1977

New
England
Newsclip

White files plan for \$35m sports arena

Prospects for a new indoor sports arena for Boston brightened today. Mayor Kevin H. White announced he is filing legislation proposing creation of an arena authority to operate a new 18,000-seat facility to be built at an estimated cost of \$35 million.

White said today prospects of the arena have been heightened by a tentative agreement of the Bruins, Celtics and Lobsters to occupy the facility.

The mayor said the Bruins and Lobsters have approved 15-year lease arrangements, while the Celtics have agreed to a 10-year lease.

City Hall sources said occupancy terms for the new facility by the three teams are contained in written agreements to sign the leases to play in the complex when — and if — built.

The sources said these agreements were hammered out by Mortimer Zuckerman, head of a task force named by the mayor last July to investi-

"I gave this group a free hand to come up with a financially feasible arena within six months and they have exceeded my expectations."

— MAYOR KEVIN H. WHITE on task force plan for sports arena.



gate the feasibility of a new arena. Such written agreements have never been obtained in nearly 20 years of attempts to build a new arena.

Under terms of the legislation to be filed today by White, the Boston Garden would be given to the state. In return, the state would pledge its credit to back half the cost of construction of the new arena. The city would back the other half.

Revenue bonds will be sold, sources said, assuring that no tax dollars would be spent for construction of the facility. Under the agreement, the city would eventually own the facility outright.

The mayor said the project has received a favorable report from Economic Development Associates, a firm commissioned by the Boston Redevelopment Authority (BRA) to study the financial feasibility of a new sports complex.

The BRA recommended last week that the arena be built on a site near the South Station and over the Fort Point Channel in South Boston.

However, the North Station area, current site of the Boston Garden, which is used by both Bruins and Celtics, is still under consideration for the complex.

White praised Zuckerman and task force members William Powell, chief executive of the Boston-based Kendall Co., and George Phelan, executive vice president of the First National Bank of Boston, for bringing the proposal to its present stage.

"I gave this group a free hand to come up with a financially feasible arena within six months and they have exceeded my expectations," the mayor said.

"They have brought back a proposal which will provide a first-class sports facility and convention center for the New England region, but will not impose a burden on Boston residents. It will pay for itself," White said.

Spokesmen for both the Bruins and Celtics would not comment on the proposal but it was learned that representatives of both teams will meet in the mayor's office at 11:30 a.m. today.

DEC 7 1977

new
land
newspaper

White asks for \$35M to build sports arena

By ALAN EISNER
Staff Writer

Mayor White will file a bill with the Legislature this week to create an independent authority to "build, own and operate" a \$35 million, 18,000-seat sports arena and convention center, The Herald American learned yesterday.

The filing will coincide with an announcement by White that the Celtics, Bruins and Lobsters have agreed to occupy the new facility, which most likely will be built at Fort Point Channel, near South Station.

The success of White's proposal will depend on Gov. Dukakis' willingness to put the state's credit behind the tax-exempt bonds needed to finance construction, and on the willingness of Senate President Kevin Harrington and House Speaker Thomas McGee to guide the arena authority bill through the Legislature.

Developer Mortimer Zuckerman of Boston Urban Associates is credited with negotiating the financial

package and prodding the prospective tenants into a leasing arrangement.

The Bruins and Lobsters have agreed to 15-year leases, and the Celtics have approved a 10-year lease. The Bruins, who own the antiquated Boston Garden and have concession rights there, stand to lose most from the new arrangement.

It was not clear last night what — if any — concessions were made to the Jacobs brothers, owners of the Bruins and the Boston Garden.

Under the proposed legislation, the arena authority must raise revenues sufficient to cover any debts incurred in the operation of the new facility, and must provide Boston with a yearly payment in lieu of taxes.

Zuckerman was named by White last July to head a task force to lead into the financial feasibility of a new sports-convention center. The package put together by Zuckerman has received a favorable report from Economic Research Associates, which was commissioned by the Boston Redevelopment Authority (BRA) to review the proposal.

Serving on the task force with Zuckerman were William Powell, chief executive of the Kendall Co., and George E. Phalen, executive vice president of the First National Bank of Boston.

White has said on several occasions that a new sports arena-convention center would give a "psychological lift" to Boston sports enthusiasts, who fear the Celtics and Bruins will follow the Patriots to the suburbs.

White also considers the new facility an attraction to "outsiders" who will bring additional revenues into the city.

The BRA last week recommended the Fort Point Channel as the best site for the new sports complex, based on cost, the availability of land and impact on the community.

It said the site was "the most desirable for development and probably the only site that has both financial feasibility and a realistic schedule for construction."

While White is leaning toward Fort Point Channel, he has yet to rule out the North Station area.

Arena planned for fall of 1980

★ ARENA

Continued from Page 1

There has been no decision yet as to what would happen to the present Boston Garden, although it has been agreed that it will not run in opposition to the new arena.

"I have a meeting set up this week with the state planning people," said Boston Redevelopment Authority director Robert Walsh, "and we will start discussing the future of the present Boston Garden and the North Station area."

The key to the new plan is that the Celtics, Bruins and Boston Lobsters have agreed to play all their home games in the building.

To do so, the Celtics and Bruins have agreed to pay higher rental rates than they are presently paying at the Garden. In the new arena, the Bruins and Celtics will pay 13 percent of the gross revenues, plus event costs, during regular season games, and 19 percent during playoff games.

The usual rental rate for pro sports teams around the country runs about 10 percent.

Another important aspect of the plan is the participation of Jeremy Jacobs, owner of the Garden and the Bruins, and one of the top concessionaires in the nation.

Jacobs controls the Garden, and the Bruins. Previous owners have not been willing to go along with any efforts towards a new arena.

However, in return for giving up the Garden and moving his team into the new arena, Jacobs, and his concessions company, Sportservice, will manage the concessions in the new arena for a set fee.

At the same time, the Garden would also be getting out from under the close to \$1 million they pay to the city each year in taxes.

However, the city will recover this money with a guarantee that the arena will give back to the city at least \$750,000 a year in surplus revenue.

The toughest hurdle would appear to be getting approval in the state legislature for the state to pledge it's credit to approximately one-half of the total funding.

"We have talked to the Governor, and top people in the legislature," said Zuckerman, "and they have told us they would try to help us with this proposal.

"To me, the most important thing now is that it will not cost the taxpayers any money, the state any money, or the city any money.

"We have gone over the financial aspects of this study with some of the top people in the local financial field and they feel as we do, that the whole plan is very feasible and will work."

Part of the plan also includes the possible development of a 225,000 square foot convention-exhibition building that would be adjacent to the arena itself.

This exhibition hall, with seating, would be available for smaller shows, and provide additional space for any major convention that might come into the city in the future.

The whole complex would be managed and operated by a private organization under the terms of a management agreement which would serve the interest of the city, building management, pro teams and concessionaires.

This means that it would not be politically controlled, or controlled by any of the teams using the building.

Mayor White has already asked Zuckerman to stay on with the Task Force until the complex is completed.

The projections are that the building will be used 260 days a year. In 1974 and 1975 the Garden housed 233 dates a year, but this was without the Lobsters, now committed to playing 24 dates a year in the new arena, which would push the total figure up near the 260 dates.

"These projections and our revenue projections," said Zuckerman are very realistic, "in fact, some of the banking people we've talked with tell us they think they are understated.

"We have deliberately stayed conservative in our projections, because, as we understand it, in the past, a number of attempts at building a new arena were shot down because the figures just didn't make sense."

The next big step is to clear the financial package through the State Legislature, and the city.

Meanwhile, the Boston Redevelopment Authority and the state's Department of Planning will be working together trying to decide on what would be the best possible site for the arena.

The site selection will be very important because it could mean anywhere from \$5 to \$7 million on the total cost.

"I feel we can build the arena for somewhere between \$25-\$30 million. We're asking for \$35 million because we might need the additional money for land acquisition, and some site preparation. We're hoping that we don't have to use that money," said Zuckerman.

BOSTON EVENING GLOBE
BOSTON, MA.

DEC 7 1971
England
Newsclip

Arena planned for fall of 1980

By Will McDonough
Globe Staff

1350
If all goes according to schedule, Boston will be opening a new sports arena in the Fall of 1980.

This was the goal of the plans revealed today at City Hall by Mort Zuckerman, chairman of the Mayor's Task Force to have a new arena built in the city.

"We have a package here that is feasible and realistic," said Zuckerman this afternoon.

"In all of the other efforts (to get a new arena built) we could never get all of the teams involved to agree to terms for playing in a new arena. This is where the other efforts failed.

"Now, all of the parties involved have signed a written agreement that they will play in this arena under the terms specified."

The proposed arena will seat 18,000 for sporting events, and most likely will be located somewhere in the South Station area.

"No site has been picked for the arena although we have looked at several possibilities," said Zuckerman. "Ninety-five percent of our time developing this package to date has been used in getting the teams to agree to terms because we felt this was the most important factor. Now, we will move on to other aspects."

"I'm very excited about this plan," said Boston Mayor Kevin White. "I feel we need a new arena, and I think it will be very important to the growth and vitality of the city."

Zuckerman said he hopes to bring the whole arena construction to completion for somewhere between \$25-\$30 million, although his group will be looking for total funding of \$35 million.

"We feel right now that our projections are very realistic," said Zuckerman. "In fact, they are a little conservative."

"But, the way we have it set up, this arena will not cost the taxpayers any money, and the city will make money each year from the arena."

ARENA, Page 16

DEC 8 1971

State leaders stage new arena power play

By Walter V. Robinson
Globe Staff

With three major sports tenants already assured, Boston Mayor Kevin H. White yesterday gathered political endorsements for a proposed 18,000-seat arena from the state's three most powerful elected officials.

The proposed facility, a replacement for the 49-year-old Boston Garden that would be privately financed but operated by a public authority, might be built and ready for use within three years, White told a City Hall news conference.

With a phalanx of the city's top business and sports leaders looking on, Gov. Michael Dukakis, Senate President Kevin Harrington and House Speaker Thomas McGee all spoke favorably of the proposal, which envisions the state creating the public authority and guaranteeing half the revenue bonds for its construction.

None of the three, however, indicated unqualified support.

The \$35 million facility, which White asserted would not require the expenditure of any "serious" public funds, would be home to the Celtics, Bruins and tennis Lobsters, all of whom have agreed in writing to long-term leases.

The South Station area, which White said will become the "transportation center of New England," is the most likely place for an arena. "What better place could you find for the facility?" White said.

A Boston Redevelopment Authority study released last week reached the same conclusion and recommended that the best location for construction would be over the Fort Point Channel.

"This project is self-serving for Boston," White said as ~~White~~ stood to his left and Harrington and

McGee to his right. "We are not building this for the team owners, the teams or the players, however proud we are of them.

"What it means to Boston is why I support it. It is another crucial key in our campaign, a brazen one, to get people to come and use our downtown," he said.

While White was optimistic about the arena prospects — he estimated its chances of reaching fruition at 95 percent — there was less optimism privately among well-placed administration officials.

While they also hailed the breakthrough achievement in getting the three teams to agree to terms — a major step to success — they nonetheless said legislative support still constitutes a major hurdle for the plan. One senior official estimated the project's chances at "50-50."



MAYOR WHITE
... "a crucial key"

DEC 8 1971

News
L. J. Lind
Newsclip

Arena backers: Lots of rhetoric, but few answers

Boston's Mayor Kevin H. White rolled up the heavy artillery yesterday and fired a 21-gun salute praising prospects for a new sports coliseum near South Station. It was very impressive — and very vague.

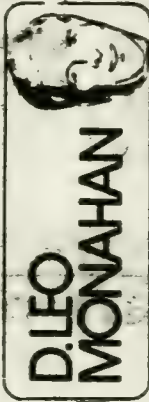
Oh, hawk-visaged Gov. Michael Dukakis was on hand along with Senate president Kevin Harrington and House speaker Tom McGee, an ex-Marine standing at parade rest, resplendent in his green velvet suit.

The brass of the Celtics, Bruins and Lobsters, who have all agreed to play in the new facility, had to muscle the politicians for their share of attention. Nobody excels a Boston pol at getting his puss on the 6 p.m. TV news.

White may be the best of 'em all. He was the old snake oil salesman: photogenic, smiling, talking in those incomplete sentences. White, in essence, said Boston needs a new building for the pro teams, which we all know, and "it would pay for itself," which many of us doubt.

Bearded developer Mortimer Zuckerman had a few answers, but not the big ones: How? How much?

Zuckerman distributed some-



thing called Evaluation of Proposed New Arena and Convention-Exhibition Facilities, prepared for Mayor's Task Force Committee and Boston Redevelopment Authority.

Translation: Gobbledygook, a vague, overly optimistic projection of how a \$36 million facility—which seems to go higher during construction, right?—can be self-supporting and a boon to the community.

White likes the financing scheme. Dukakis was "supportive." Harrington was "emotionally in favor." Said McGee, at his loudest: "Boston is the center of New England and needs a sports complex. How we do it is another matter."

Good question: How do we do it? The proposed pledge of 50 percent state credit makes bond buyers less apprehensive, for sure. But any investor who knows anything about a sport emporium realizes many...

estimates in the study are out of whack with reality.

Sample: A \$3 parking fee vs. \$2 for the Omni in Atlanta and just 35 cents at The Summit in Houston, two of the seven buildings surveyed. The others: Nassau Coliseum; Long Island; Pittsburgh's Civic Arena; Market Square Arena, Indianapolis; The Spectrum, Philadelphia; Boston Garden.

This was a convenient selection, it seemed, as was the optimistic projection of 263 annual events—vs. 223 held at the Garden in 1974-75, a year obviously not picked at random.

Unmentioned, perish the thought, were boondoggles like the Superdome in New Orleans, where costs went out of sight, or, even more appalling, the Olympic Stadium in Montreal, estimated at \$300 million and brought in at \$850 million, minus the originally planned roof. The Quebec electorate ousted that party.

High-flown oratory aside, and with the usual allowances for the bob-and-weave replies from the pols, there was a glimmer of hope at yes-

terday's packed conference in Mayor White's office.

The fact the Bruins and Celtics were allied in common cause was heartening. Hard feelings between the teams seems to have faded in recent years.

It remained for cigar-chewin' Arnold (Red) Auerbach of the Celtics, the most pragmatic of men, to offer the most hope.

"If they keep the politicians away—and that's important—and they get a good man to run things, a coliseum can be self-supporting. It may even make a few bucks. I'm optimistic this time. I think it can be done," Auerbach said.

Auerbach, significantly, was one of the few who stayed around once the TV lights were doused. The pols rushed off, leaving the lingering phrases from the press release: "without burdening Boston taxpayers" . . . "It would pay for itself."

Knowing the pols, one must wonder.

DEC 8 1977

Newspaper

Chris
hoor

Boston's new blockbuster: sports, convention complex

By Jak Miner

Staff writer of

The Christian Science Monitor

Boston

"An explosion of development" is the way one real-estate authority described the potential impact of the planned sports arena/convention center complex unveiled Dec. 6 by Mayor Kevin H. White.

To be built in the Fort Point Channel area, the proposed complex would house the basketball Celtics, the Bruins hockey club, and the lobster tennis team.

To help finance the project, the city is to seek legislative approval to create an independent authority which would have the power to sell revenue bonds to build, own, and operate the 18,000-seat arena and convention center.

The most immediate impact of the arena/convention center project would fall on the proposed 1,000-room hotel and convention center being considered for nearby Dewey Square by New York developer Dan Rose.

It is not clear yet, however, how that \$30-million development - described as "hot" - would be affected by the sports arena/convention center project proposed by Mayor White.

Favorable impact?

Some developers believe the impact will be favorable, not only to the Rose convention/hotel project but to other developments in the area.

But "an enormous tug-of-war" could be in the works, said one real-estate counselor.

A second Rose project, involving some 1,000 units south of the Fort Point Channel, also would be affected, but experts declined to comment on the extent of the impact.

Developers and bankers generally were

careful not to praise the arena project too highly until more details are known. Questions yet to be answered include:

- Mayor White says the arena project alone would cost \$35 million, yet a study by the Boston Redevelopment Authority indicates it would cost a minimum of \$50 million if built at the Fort Point Channel site.

- Although the Mayor stresses that the project will not cost the taxpayers a cent, there is a question of how Boston would reportedly will take over the property without it costing the city something.

The feasibility of the arena pivoted on the agreement of the owners of the Boston Bruins - who also own the Boston Garden - and the Boston Celtics to play their games in the new arena.

Details of the agreement made by the three major renters are said to include:

- The Celtics have agreed to a 10-year lease.

- The Bruins and Lobsters approved 15-year leases.

- The Garden would be turned over to the state and, in return, the state would pledge its faith to back 50 percent of the bonds to build the complex. The city would back the other 50 percent. It is believed that with such backing the financing would be attractive to private investors.

The agreement with the Bruins, Celtics, and Lobsters was negotiated by a three-man committee, headed by Boston developer Mortimer Zuckerman, named by the Mayor in July. He gave the committee six months to come up with a "go or no go" recommendation of the

feasibility of a sports arena/convention center complex.

The other members of the Zuckerman group were George Phelan, executive vice-president of the First National Bank of Boston, and William Powell, chief executive officer of the Kendall Company of Boston.

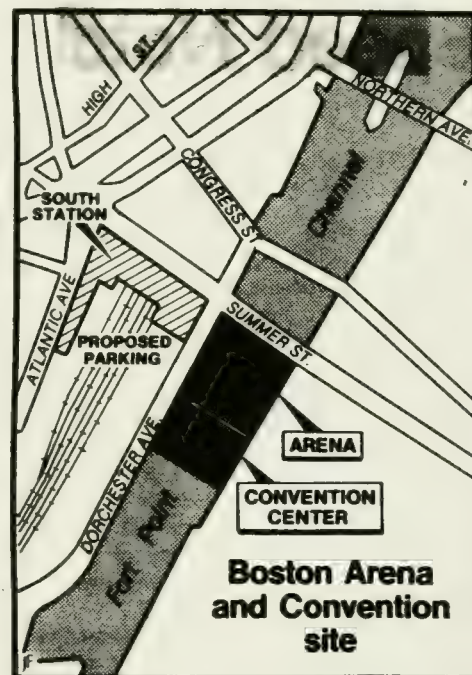
Earlier this year the Celtics seemed to be looking for another city in which to play their home games. This apparent search was said to have given impetus to Mayor White to find a new Boston home for the Celtics.

The Celtics, renters in the 50-year-old Garden, were having scheduling problems with the Bruins.

Key to the whole package was hammering out an agreement with Bruins owners, the Jacobs brothers of Buffalo, N.Y., to give up their ownership of the garden and become tenants in the new facility.

An over-the-water Fort Point channel site for a proposed arena and convention center was one of five compared in a recent study made by the Boston Redevelopment Authority (BRA).

The BRA report indicated an arena and convention center on a platform over the Fort Point Channel would be the least expensive to build, running to about \$50 million.



Map above is based on one of five site plans made in recent Boston Redevelopment Authority report

Mayor Pledges Public

Hearing On New Sports Arena

1350 PAGE ONE

A group of South Boston residents met Tuesday with Mayor Kevin H. White to discuss a recent article in the Globe which said the city is considering a site in the Fort Point Channel area for a new arena.

At the meeting with the Mayor, the South Boston residents demanded that the city enter into no agreements concerning the new arena until the matter had been fully discussed with the South Boston community.

They requested--and the Mayor agreed--that before any commitment is made by the city for a new arena there would be extensive discussion with community representatives.

Further, Mayor White agreed that a public hearing would be held in South Boston before the city made any commitment on the project. He said he would attend that meeting.

Mayor White did explain that a report had been prepared which showed that an arena project was

financially feasible. It would require no city funds, he said, and would make payments in lieu of taxes to the city.

A report prepared by the Boston Redevelopment Authority explored eight different sites for an arena, but any decision on the site would be discussed with the South Boston community.

Attending the meeting with Mayor White was City Councilor Louise Day Hicks, State Representative Michael Flaherty, Melba Hamilton, President of the South Boston Residents Group, Tom Butler, President of the South Boston Citizens Association, James Flaherty, Vice President of the South Boston Citizens Association, Tom Irwin, manager of the South Boston Little City Hall, Robert F. Walsh, director of the BRA, Phil Zeigler, director of planning at the BRA, and Chris Norton, BRA neighborhood planner for South Boston.

SOUTH BOSTON
TRIBUNE
SOUTH BOSTON, MA

DEC 8 1977

New England
Newsclip

Hub arena ¹³⁵⁰ boosted by state leaders

By Walter V. Robinson
Globe Staff

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The proposed facility, a replacement for the 49-year-old Boston Garden that would be privately financed but operated by a public authority, might be built and ready for use within three years, White told a City Hall news conference.

With a phalanx of the city's top business and sports leaders looking on, Gov. Michael Dukakis, Senate President Kevin Harrington and House Speaker Thomas McGee all spoke favorably of the proposal, which envisions the state creating the public authority and guaranteeing half the revenue bonds for its construction.

None of the three, however, indicated unqualified support.

The \$35 million facility, which White asserted would not require the expenditure of any "serious" public funds, would be home to the Celtics, Bruins and tennis Lobsters, all of whom have agreed in writing to long-term leases.

The South Station area, which White said will become the "transportation center of New England," is the most likely place for an arena. "What better place could you find for the facility?" White said.

A Boston Redevelopment Authority study released last week reached the same conclusion and recommended that

ARENA. Page 46 8

BOSTON GLOBE
BOSTON, MA.
D. 288,962

DEC 8 1977

New
England
Newspaper

Text of remarks by White

Following is the text of Mayor White's remarks about proposed new arena:

Today I am announcing that for the first time Boston has a real prospect for a new sports coliseum.

For the first time in 20 years, the Bruins, the Celtics, and Lobsters have agreed to leasing terms for a new coliseum.

For the first time, a professional authoritative study has documented that a coliseum is financially feasible.

Thanks to the persistence and persuasion of Mort Zuckerman and the coliseum task force.

The plans they have developed move Boston closer to a facility that will benefit the entire region without burdening Boston taxpayers. This is to be a first-class sports coliseum — with a total capacity to seat 20,000 fans — which will permit our professional basketball, hockey, and tennis teams to stay in the city.

I am very proud of the work the task force has done, and they are to be publicly commended. I gave this group a free hand to come up with a financially feasible coliseum within six months . . . and they have exceeded our expectations. They have negotiated with all of the teams on their

own, without any interference whatsoever (governmentally and politically); they have suggested legislation (with their own counsel) to create an authority that will build, own and operate the new facility. I fully support that plan.

And I am asking for the support of Governor Dukakis and the legislative leadership.

For my own part, this project is self-serving for Boston. We are not building this for the owners, or the teams, or the players, however proud we may be of them. What the coliseum means to Boston is why I support this plan, and why I encouraged the Zuckerman task force. This coliseum can become another crucial key in the downtown area, as we have started to do with the opening of Faneuil Hall and the rebirth of the waterfront.

That is what makes Boston really different from other cities. Why the coliseum is important is that it will help to keep the core alive and pulsating with people and business activities not only during the day, but nights and weekends.

The project has been realized by the perseverance of the task force and the teams' commitment to the city. I now ask the state to help bring it to fruition.



problem is to the extent, out new expansion still is required.)

The study says the city could get an additional 100 conventions, if more hotel and exhibit space were offered. Half of these would require a larger auditorium, the other half a larger exhibit hall. But for 69 of these conventions, some 3500 to 4500 additional hotel rooms would be required. Twenty-four would require larger exhibit facilities, but no additional hotel rooms.

Currently it's a feast or famine situation. For a few months you can't get a hotel room in Boston, then for other months you can't get a convention to book here.

Adding thousands of more units only makes sense if the convention business can be strung out year-round, say some hotel men.

Glutting the market with more hotels will only result in the kind of competition that could kill off some hotels now breaking even.

Robert Cummings, who heads the convention and tourist bureau, says the situation Boston finds itself in is that just trying to keep up with the conventions which customarily come here is a task, since many of them have grown considerably since their first visit to Boston.

"We developed a market for between 250-300 conventions on an eight-to-ten-year rotation. This gives us about 25 national organizations per year which utilize sleeping quarters," said Cummings.

"But there is concern on our part that with the growth of those groups, many will consider other alternatives."

Some of these include the Society of Nuclear Medicine, the American Society of Operating Room Nurses and the American Public Welfare Assn., which has now outgrown the city.

Northeastern Lumberman's Assn. because it has been meeting in Boston in January, normally a slow convention month.

The group prior to three years ago held its annual meetings in New York City where it had 170 booths to exhibit. This year it will have more than 500 and the group is up to 2500 sleeping rooms. It's director is concerned about Boston in the future if no expansion takes place.

Cummings says new convention facilities also will help the city to get several smaller shows to come here at the same time, with no additional hotel rooms needed.

What's happening also is that the major cities competing with Boston have undergone tremendous convention and hotel expansions and Boston hasn't kept up, says Cummings. (The New York Times recently noted a tourist boom in New York City bringing in \$4.5 billion a year.)

Cummings admits there is a problem in trying to space out conventions so that hotels would be assured of year-round business and he feels more promotion work would be necessary.

Periodically reports are published about possible hotel developments all over the city, but it's not certain that locations and types of hotel would benefit the national convention and exhibit business.

Cummings and the study both suggest concentrating on expanding in the vicinity of the existing Hynes complex. A task force has been formed to study the whole question but it has only met a few times since the study was released.

Roger Saunders, owner of the Hotel Lenox and recent purchaser of the former Statler Hilton Hotel (now the Boston Park Plaza Hotel which he has renovated) says the number-one priority should be more convention space, first, before any new hotel construction takes place.

He contends the Hynes is now accessible from 5000 first-class hotel rooms. He points out that in 1978 there will be 18 national conventions representing only 54 days for hotel occupancy; in 1979 there will be 19 national conventions representing 57 days and in 1980 there will be only 24 days taken up by national conventions.

"So you have some 300 days when there is no convention citywide, only localized. We'd be putting the cart before the horse if we build hotels without having additional meeting spaces," Saunders said. He contends there is sufficient opportunity for expanding the Hynes in the same general area.

Saunders says hotel figures compiled indicate the city this year will hit about a 69 percent occupancy, "just about a break-even point."

Henry Solomon of Harris, Kerr, Foster, which compiles hotel statistics for the Boston hotel trade, says: "If you can figure a way to get Miami Beach weather into Boston in January, you can attract lots of conventions."

That's one of the problems that even having more hotel and exhibit space won't solve. Miami Beach, the cities in Arizona, Hawaii and California have the advantage and some hotel men say it's futile even to try to compete with these areas. Right now there is talk of a major convention hotel in the South Station and the possibility of utilizing a plan for a sports arena in the South Station to include convention space as well. How this would fit in with the logic expressed of expanding existing Hynes facilities is not clear.

Robert Walsh, director of the Boston Redevelopment Authority, says it makes sense, if the city can get a Federal grant or additional loans that would not have to be absorbed by the taxpayers, to include convention facilities with the arena.

To build separate convention facilities is unwise and expensive, but certain economies of scale can be achieved by construction of the arena and convention facility.

When the proposed Dewey Square hotel is built, with its own convention facilities, and the Commonwealth Pier property nearby is operating as first-class space, plus the arena facilities, the city may not need any new separate convention facility, he says.

He theorizes that the two areas, Prudential and South Station, would then be able to feed on each other.

"I don't think it (facilities in South Station) would ruin the Hynes or the whole Prudential Center complex," he concluded. But he also admits the city hasn't got all the answers yet on the whole problem. He says he is sure the city can support more hotel rooms.

not enough exhibit space,
hotel rooms for mammoth meetings

If Boston could, would it draw the big conventions?

Anthony J. Yudis
Staff

Two national real estate organiza-
tions, which have divisions based in
Boston for many years, hold annual
conventions — but not in Boston. The
city can't handle them.

The National Assn. of Realtors met
last year in Miami Beach which accom-
modated more than 15,000 visitors. The
National Assn. of Home Builders meets
each month in Dallas where some 55,000
people are expected to show up.

"We never hold the national in-
tervention," notes Lou Chaitman, execu-
tive director of the Builders Assn. of
Greater Boston, an affiliate of the na-
tional builders group.

"The city isn't big enough, it doesn't
have enough hotel rooms or exhibit
space. We would need a minimum of
10,000 rooms and about 500,000 square
feet of exhibit space, plus various
types of different sizes," Chaitman

Only a handful of cities can handle
this kind of convention — Dallas, Hous-
ton, Chicago, Las Vegas, New Orleans
and a few others, Chaitman said.

The National Assn. of Realtors came
here 20 years ago, but the organization
has grown so much that its convention
next year, in Hawaii, is expected to
draw some 30,000 visitors, notes An-
drew Hickey, executive director of the
Greater Boston Real Estate Board, a di-
vision of NAR. Today NAR has more
than 530,000 members.

Other organizations that can't come
here include the National Soft Drink
Assn., the national political conven-
tions, and the American Medical Assn.,
to name a few, although the city does
get some of the AMA specialist groups.

These organizations require a mini-
mum of 4000 hotel rooms and at the
least, 260,000 gross square feet of exhib-
it space.

The city's Hynes Veterans conven-
tion facilities total 150,000 square feet.

The city has about 6900 hotel rooms,
but a study done by the Boston plan-
ning department jointly with the
Greater Boston Convention and Tour-
ist Bureau shows that of this total 3300
are available for conventions.

It further refines this by contending
that the city has a base of only 2500 ho-
tel rooms "committable" for a city-wide
convention and that it needs 4000
"committable" rooms in order to "op-
timize its present market position."

"Committable" is seen as a polite
way of saying first-class, easily accessi-
ble-to-convention-facilities hotel
rooms.

The study recommends the produc-
tion of some 1600 to 1800 new "conven-
tion-oriented hotel rooms as a priority
and located preferably near the exist-
ing convention facilities in the Back
Bay."

Private investors have added 186,000
square feet of exhibit space by rehabili-
tation of Commonwealth Pier off
Northern Avenue.

But the study indicates this isn't the
most desirable solution since the Com-
monwealth Pier facilities lack an audi-
torium and adjacent hotels. This could
change if pending plans for hotel con-
struction in the area are realized. (The
study does say that booking certain
types of shows and exhibits into the

BOSTON EVENING GLOBE
BOSTON, MA.

DEC 21 1977

New
England
Newspaper

Local

1350
BOSTON REDEVELOPMENT AUTHORITY director Robert Walsh says he doesn't consider Fort Point Channel an "active choice" as a site for the city's proposed sports arena. Engineering figures used in an earlier BRA study are out of line with new estimates.

NEW REGULATIONS for physical education in Massachusetts schools which would shift the emphasis away from team sports towards fitness activities like yoga and bicycling have been tentatively approved by the state Board of Education.

BOSTON CITY COUNCILMAN Christopher Iannella intends to force a vote this week on the Park Plaza urban renewal project. He says the council should approve the plan to save a major office building the state has promised to build in Park Square.

PROMPT APPROVAL of the Massachusetts court reorganization compromise approved Monday by a House-Senate committee was urged on Gov. Michael S. Dukakis and the Legislature yesterday by a statewide coalition of professional and citizen groups.

THE STUDENT POPULATIONS at 65 Boston schools — 43.5 percent of the city's schools — are still racially imbalanced, according to an annual census released yesterday. A population in excess of 51 percent nonwhite is considered imbalanced.

DEC 21 1977

New
England
Newsclip

Doubt cast on channel site

Arena may cost more, BRA head says

By David Rogers
Globe Staff

New construction-cost estimates as well as a fragile MBTA tunnel may force Boston to reject the Fort Point Channel for a more expensive land site for the city's proposed sports Coliseum.

In a preliminary report released this month, the Boston Redevelopment Authority had indicated the channel was the most preferable site, but BRA director Robert Walsh confirmed yesterday that engineering figures used in the study are "out-of-line" with new estimates.

The earlier numbers had shown that the water site would mean an extra cost of only \$1.75 million, but Walsh said actual costs of a similar platform under way now in New York were running close to \$3 million per acre or up to \$12 million for the 4-acre foundation the Coliseum would need.

"My planning staff was considering

the channel as an active choice," the director said in an interview late yesterday. "But I don't consider it an active choice."

While the new estimates represent a high range for the project, the threat of such major costs is compounded by state fears regarding the MBTA Red Line tunnel, which runs directly under the channel and could be endangered by construction overhead.

"It was built at the turn of the century and consists of unreinforced concrete," said Byron Gilchrist, deputy secretary for transportation and construction. "We would be worried about almost anything in that area," he said.

If the Fort Point site is rejected, the city would have to look to more expensive land either adjacent to the channel in the South Station area or a North End site near Nashua street, which was previously given a low priority because

of the need to relocate existing businesses.

Because of its availability, an 11-acre parcel on Boston Wharf alongside the Channel is considered a favored option, but the city has been reluctant so far to commit itself in any direction, for fear of driving up land costs.

According to some observers, the Fort Point site has been more a device to help in future bargaining, but Mortimer Zuckerman, who heads Mayor Kevin White's committee on the Coliseum, argued that the channel site could not be ruled out entirely.

"It is my judgment, in terms of economic costs, that it will still be the lowest," said the developer. "If you want to take into account environmental matters or the Red Line, then it may not be the best, but from an economic standpoint it is."

Whatever extra costs are involved in the platform construction, he said, no

accurate estimates exist now, and once studies are completed these must be compared with the prices the city will have to pay if it goes off the water and onto land.

In terms of the \$35 million budget Zuckerman has set for the city in producing the Coliseum, the added land costs could pose a financial problem, but according to city officials, the more serious risks are in the construction end and not site acquisition or improvements.

Any overruns could affect the debt to be carried and the promised annual return to Boston, but Zuckerman in a briefing for reporters yesterday argued that current estimates understate the potential revenues for the Coliseum.

"We have been conservative," he said later, and the \$2.9 million in net revenues may be expanded by "several hundred thousand dollars" not counted in a study of the project's feasibility.

DEC 21 1977

NEW
England
Newsclip

Doubts cast on site of new arena

By David Rogers
Globe Staff

1350

New construction-cost estimates as well as a fragile MBTA tunnel may force Boston to reject the Fort Point Channel for a more expensive land site for the city's proposed sports Coliseum.

In a preliminary report released this month, the Boston Redevelopment Authority had indicated the channel was the most preferable site, but BRA director Robert Walsh confirmed yesterday that engineering figures used in the study are "out-of-line" with new estimates.

The earlier numbers had shown that the water site would mean an extra cost of only \$1.75 million, but Walsh said actual costs of a similar platform under way now in New York were running close to \$3 million per acre or up to \$12 million for the 4-acre foundation the Coliseum would need.

"My planning staff was considering the channel as an active choice," the director said in an interview late yesterday, "But I don't consider it an active choice."

While the new estimates represent a high range for the project, the threat of such major costs is compounded by state fears regarding the MBTA Red Line tunnel, which runs directly under the channel and could be endangered by construction overhead.

"It was built at the turn of the century and consists of unreinforced concrete," said Byron Gilchrest, deputy secretary for transportation and construction. "We would be worried about almost anything in that area," he said.

If the Fort Point site is rejected, the city would have to look to more expensive land either adjacent to the channel in the South Station area or a North End site near Nashua street, which was previously given a low priority because of the need to relocate existing businesses.

Because of its availability, an 11-acre parcel on Boston Wharf alongside the Channel is considered a favored option, but the city has been reluctant so far to commit itself in any direction, for fear of driving up land costs.

According to some observers, the Fort Point site has been more a device to help in future bargaining, but Mortimer Zuckerman, who heads Mayor Kevin White's committee on the Coliseum, argued that the channel site could not be ruled out entirely.

"It is my judgment, in terms of economic costs, that it will still be the lowest," said the developer. "If you want to take into account environmental matters or the Red Line, then it may not be the best, but from an economic standpoint it is."

Whatever extra costs are involved in the platform construction, he said, no accurate estimates exist now, and once studies are completed these must be compared with the prices the city will have to pay if it goes off the water and onto land.

In terms of the \$35 million budget Zuckerman has set for the city in producing the Coliseum, the added land costs could pose a financial problem, but according to city officials, the more serious risks are in the construction end and not site acquisition or improvements.

AMERICAN
BOSTON, MA.
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DEC 21 1977

New
England
Newsclip

Study says \$35M Boston

By ARSENE DAVIGNON
Staff Writer

A \$35 million sports arena-convention and exhibition hall, possibly located in the South Station area, would more than pay for itself, "with aggressive private management."

That's the conclusion couched in a 13-page study released yesterday by Mortimer Zuckerman, chairman of the mayor's coliseum Task Force Committee.

The report, prepared by Economics Research Associates (ERA) estimated annual revenues of \$4.8 million and expenses of about \$1.9 million, leaving a net of approximately \$2.9 million.

The net could be used for \$213,000 yearly payments on 6 percent, state-backed bonds necessary to the project, yielding about \$600,000 for payments to the city in lieu of property taxes.

Regional Manager David C. Pe-

terson of ERA said the study was based on several assumptions, including an arena with 18,000 permanent and 2000 temporary seats, a 225,000-square-foot convention-exhibition hall, no competition from Boston Garden and the payments in lieu of taxes.

Also, that the Bruins, Celtics and Lobsters would play all home games in the arena, the teams would pay for insurance and event-related costs and concessions would yield \$963,000 annually.

coliseum could show profit

Besides concessions, income would derive from rentals, \$2.9 million; sky box rentals, \$400,000; advertising, \$400,000; and miscellaneous sources, \$194,000.

Miscellaneous income would include radio and television fees, investment of debt service reserves, catering for special events and office and locker room rentals.

The largest projected expense is labor — from \$900,000 to \$1 million annually. Total operating expenses would come to \$500,000, with utilities

as high as \$400,000 and insurance estimated at \$150,000.

Boston Redevelopment Director Robert Walsh said the \$35 million included land as well as construction.

He said the site had not been chosen, although the South Station area lends itself because of its access to rail, subway and bus service.

Peterson said it was hoped legislative approval for state backing of the bonds would come within six months. Walsh said a bill would be readied in two weeks.

Next, he said, would come site selection, architectural appraisal and then contracts with the tenants.

Zuckerman, chairman of Boston Properties Inc., said it was necessary to keep the project going and not tie up a developer. Zuckerman wrote Mayor White Monday his development firm was abandoning the Park Plaza Project because of seven years of delays.

Zuckerman's firm is prohibited from investing in the arena because of his Task Force connection.

EC 22 1977

New
England
Newswire

Resistance to new Boston arena forming

Legislators react coolly; is feasibility study accurate?

By Jak Miner
Staff writer of

The Christian Science Monitor

Boston
Even as new cards are dealt, the deck looks increasingly stacked against the proposed Boston arena/convention facility.

Significant factors are emerging that may spell trouble for the \$35-million, 18,000-seat arena:

- Rank-and-file legislative reaction has been cool. One facet of the proposal is that the city and the state each promise to pick up half of any debt incurred, either in the building or operation of the facility.

- A feasibility study which found the project could pay for itself, although taking into con-

sideration other competing facilities, did not consider the 12,500-seat arena just begun in Worcester.

- There are growing questions about the validity of some of the assumptions made in the feasibility study.

- Because of complicating construction factors, the most favored site for the complex — on a platform over the Fort Point Channel — may be substituted for a more costly site.

- When the "deal" worked out with the Jacobson brothers — owners of the Boston Bruins and the Garden — to join with the Celtics and Lobsters gets a full legislative airing, more support on Beacon Hill will be eroded.

Bond sale proposed

Mayor Kevin H. White revealed on Dec. 7 the results of a study headed by developer Mortimer Zuckerman which found that an arena and convention facility could be built and operated without expense to the taxpayer.

Flanked by a phalanx of sports and political personalities, Mayor White sought support from Beacon Hill for the crucial part of the Zuckerman plan — the establishment of a public agency which would sell revenue bonds to finance the project.

The plan will have to win two-thirds approval in the Legislature.

"I think that an arena would be a great thing for Boston," said Rep. Charles J. Buffone (D) of Worcester, "but I don't think the taxpayers across the state should be asked to pick up the tab."

Another Worcester legislator, Sen. Daniel J. Foley (D) agrees: "Basically, I am opposed to the state picking up Boston debts."

Worcester arena no factor

Both pointed to the 12,500 seat arena and exhibition hall just started in Worcester, which is being financed by \$7.9 million in city bonds, a \$5-million federal grant, and \$3 million in private financing.

David G. Petersen, southeast region manager of Economics Research Associates (ERA), the firm which prepared the feasibility study for the Zuckerman task force and the Boston Redevelopment Authority, admitted he had not considered the Worcester project. But, he said, even if he had it would not have altered his recommendations, as he does not consider Worcester and Boston in the same markets.

"Anything more than a half-hour's drive away, the market begins to fall off," he noted.

Admitting that many municipally financed stadiums and arenas seem to run into heavy cost overruns during construction and skyrocketing operational costs, Mr. Petersen said many of those problems arise from lack of proper management controls, "which are an absolute requirement."

"Unless the assumptions" of the ERA study "are followed to the letter, all bets are off," he declared.

But some of those assumptions have been questioned. For example, attendance at recent Bruins games have been short of the Garden's 14,000 capacity. It would go up, Mr. Petersen says, at a facility where there is plenty of convenient parking. But he would charge \$3, and that, say some critics, is too much.

SEP 22 1976

New
England
Newsclip

Boston museums go full tilt on recycling old wharf

By Robert Donaldson
Special to The Christian Science Monitor

What began as an imaginative plan by two Boston museums to recycle the Congress Street Wharf into a functional, educational facility has blossomed into a well-launched campaign to achieve that goal.

The Children's Museum and the Museum of Transportation now have passed the \$1.3 million mark in their drive to raise \$6 million to finance their joint occupancy of the wharf.

Although the project is not expected to be fully developed for 5 to 10 years, Children's Museum director Michael Spock says he hopes they will be open "on a camping-out basis" next summer for 13 to 14 weeks. Exhibits at the wharf will be open permanently, it is expected, in the summer of 1978.

The two museums have purchased the 150,000-square-foot,

timber-and-brick warehouse. When renovation is completed they will share 36 "condominium units."

There also will be room for retail businesses within the complex. "Already," Mr. Spock says, "we are close to signing a lease with one major food operator."

The Children's Museum will make the move to the Fort Point Channel location "incrementally." Some functions will remain open indefinitely at the current Jamaicaaway location.

Budget balloons

Having the new building in hand is a result of the museum's need for room to grow. Mr. Spock looks forward to the elimination of frustrating, hour-long waiting lines. He also points out that within the past 15 years the Children's Museum staff has expanded from 17 to 80. During that same period the annual budget has ballooned from \$85,000 to \$750,000.

Museum of Transportation director Duncan Smith, busily engaged in fund-raising and related activities, reports that the

city government and the Boston Redevelopment Authority have been very supportive and that a substantial grant has already been set aside for a public park at the front of the building.

All of the committees involved in the planning of the wharf project meet on Thursday mornings to discuss such issues as taxes on retail space, architectural plans, and occupancy permits.

One of the proposed activities at the wharf will deal with what Mr. Smith describes as Boston's "continuous investment in time." Guides will take visitors out and show how the street archaeology has changed from 1700 to 1976. The city of Boston, Mr. Smith says, "is rich in artifacts," and archaeological changes spanning three centuries can be noted without walking more than a few blocks away from the Congress Street Wharf.

'Archaeology' reviewed

The National Endowment for the Humanities is reviewing the "street archaeology" activity and is expected soon to approve a grant for its implementation.

Another exhibit will show a cross section of a Dorchester triple-decker house, even the plumbing and sewage system. Still other presentations will demonstrate what it is like for children of various ethnic groups to grow up in Boston.

Directors Spock and Smith discovered unexpectedly — but with great delight, they say — that the Congress Street Wharf warehouse has a constituency among Boston residents. Mr. Smith explains that when the museums' architectural firm, Cambridge Seven Associates, Inc., first publicized its plans to "externalize the vertical circulation" (install elevators and outside stairways for modernization and fire safety) the museum directors received a storm of letters from Bostonians protesting external alterations to the building.

As a result, "vertical circulation" will be kept out of sight as much as possible, and no significant changes will be made to the original facade of the 88-year-old warehouse situated in the heart of what was once "the wool brokerage capital of the world."



BOSTON - Two of the area's museums, Children's Museum and the Museum of Transportation, have jointly purchased The Wharf property from Raymond Carye. Negotiations in the transaction were handled by Thomas Reardon and Stuart Pratt of Hunneman & Co.

The Wharf, an historic waterfront warehouse, has more than 145,000 sq. ft. of space which will be completely renovated to suit the unusual requirements of the museums.

A condominium type of agreement has been reached between the two non profit organizations, allowing each to own the space it occupies, with joint ownership of the limited space which will be

available to commercial users. The selling price was \$980,000.

Michael Spock, director of the Children's Museum, said the purchase "culminates a five year search for a new downtown facility."

Shown in photo at closing are (seated from left) Susan Jackson, president of TCM; Mr. Carye; and Anthony Cabot, president of MOT. Standing are David Burnam, treasurer of TCM; Arthur Eldredge, vice president of MOT; Col. Vandepol, trustee of MOT; Phyllis O'Connell, assistant director of TCM; Mr. Reardon; John Canberry, attorney for MOT; Mr. Spock; Mr. Pratt; Walter Huskins, attorney for TCM; and William Yates, treasurer of MOT.

Hi-lights

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 Donald Dolben - - - - page m-10
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 Who's Who in R.E. - - - page m-22

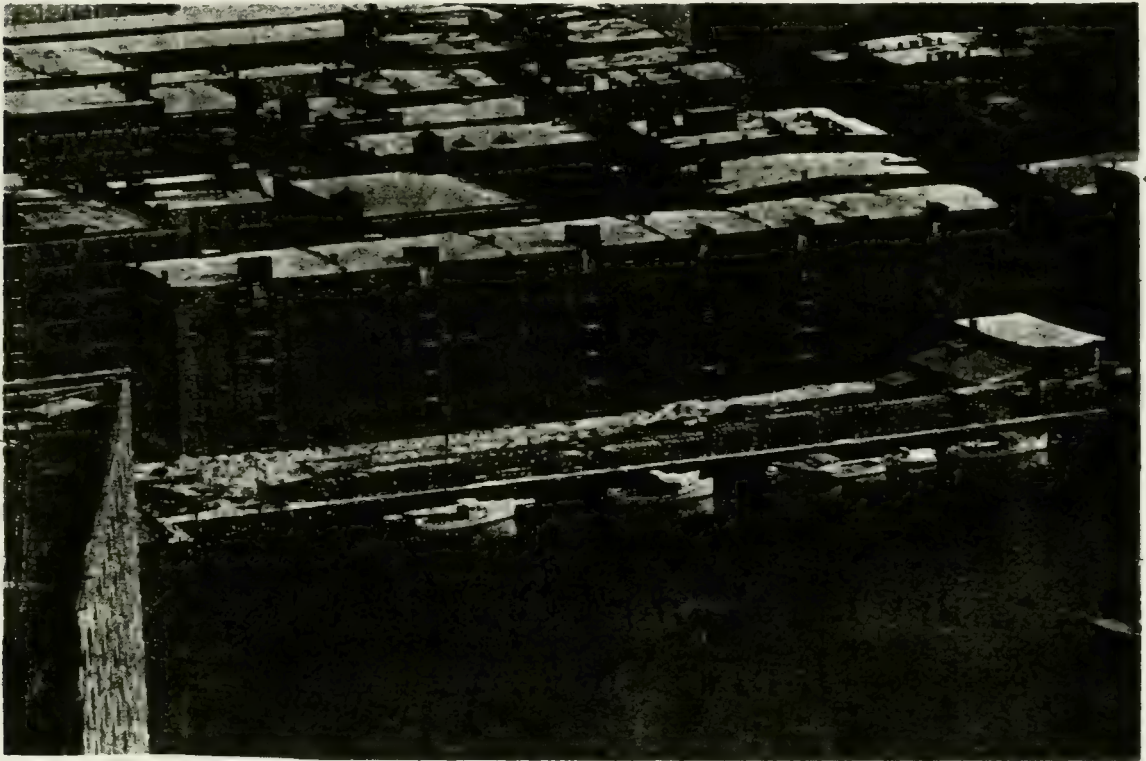
Plan \$5m Industry Park In Worcester

WORCESTER, MA. - The city plans a \$5 million plus industrial park and access road near Worcester Airport and may allocate \$950,000 in federal Community Development Funds to help finance the project, according to city manager Francis McGrath. It would contain 171 acres.

New England

To Children's Museum For Raymond Carye

Reardon And Pratt Of Hunneman Sell The Wharf



SOUTH BOSTON, MA. - The

Children's Museum has signed an agreement with Raymond Carye to purchase The Wharf property located on the Fort Point Channel. Negotiations were handled by Thomas Reardon (left) and Stuart Pratt (right) of Hunneman & Co., Michael Spock (center), director of the world famous museum which has been located in Jamaica Plain since 1936, said "this culminates a four year search for a new downtown facility."

"Audience, economic, architectural and fund raising studies have convinced us The Wharf will be an ideal solution to our long range needs and become a tremendous asset to a developing area of the city."

The new location, formerly a wooden storage warehouse, has more than 145,000 sq. ft. of space which will be completely renovated to suit the unusual requirements of both the Children's Museum and the Museum of Transportation, now located in Brookline.

A unique condominium type of agreement has been reached between the two non profit organizations, allowing each to own the space it occupies, with a joint ownership of the limited space which will be available to support facilities.

New
England
Newsclip

MAY 14 1973

for Point
Channel

Sports
Afield

Arthur Sullivan

Boston Needs Recreational Boat Marina

Boatmen and yachtsmen around the country won't believe it when you tell them that Boston has no recreational boat marina. Though Boston has seen thousands of boats from around the world tie up at commercial wharfs, there is not a single spot where a small recreational boat can come in for a visit.

Visitors to our shore from other states will have to go to Quincy or Lynn or a yacht club if they want to take a peek at Boston and its attractions. Local boatmen couldn't come in to visit a restaurant or go to a show or do some shopping in the downtown stores if they wanted. And isn't this a shame?

Well, the Massachusetts Bay Yacht Clubs Association, a group of 69 clubs with over 20,000 members, thinks it stinks.

It has been fighting for such a facility for some time and now Claus S. Brandup, commodore of the MBYCA, is hoping a knockout punch has been found in Boston Harbor Marina Bill 3828 filed by Rep. Michael J. Daly of Boston.

The bill first went to the Committee on Natural Resources and, after consideration, it sent the bill along to the Committee on Urban Affairs chaired by Sen. Joseph F. Timilty of Boston and Quincy Rep. Joseph E. Brett.

This committee added a provision asking assistance from the Metropolitan District Commission in cooperating with the Boston Redevelopment Authority in the initiation of a 150-boat marina in the Fort Point Channel area.

35

Brandup and his MBYCA group convinced the Urban Affairs Committee of the importance of such a marina and it won approval. The bill now is before Senate Ways and Means where it is hoped and expected that conferences between the MDC, BRA and the yachting groups can be pursued.

"We have been trying for a long time to get the state to build a facility for boat owners in the Boston Harbor area which could be open for the public.

"In the bill now under consideration we have asked that there be also facilities for the Div of Recreational Vehicles so

Then the commodore added "we hope this bill will stimulate the various governmental bodies mentioned in the bill to interest private enterprise in furnishing such a marina. As a result of legislation passed last year, the BRA controls all of the waterfront property and seeks to have it developed by private enterprise."

It surely seems silly that a city of the size of Boston is without a marina. We have urged the building of one on several occasions but the legislators seem to ignore boatmen and their needs.

Too long have the boatmen been ignored. It is time for the legislation to get cracking and have such a facility, even a bigger one if possible, so that some of the expected 1976 Anniversary visitors can find accommodations in Boston.

Funds can be found for other projects less worthy than a marina and we are sure if the legislature looks hard enough it will find them now.

With more and more out-of-state campers seen riding the routes to the hills and lakes region, it is apparent that the vacation travelers are on the go.

So it only seems natural that the New England Apache Campers Club will stage a Memorial Day Weekend to celebrate its 10th anniversary party.

The campout will be held at Del-Aire Campground, Tolland, Conn., May 25-28.

A variety of activities has been planned as the Apaches hold their annual Spring Pow Wow. A tailgate flea market, square dancing and children's games are among the events planned by the committee. Featured, too, will be a chicken barbecue on Saturday and pancake breakfast, Sunday.

The club was once limited to Apache trailers but this caused such a turnover when owners graduated to more elaborate rigs that a new bylaw allows anyone who has ever been a member to rejoin regardless of what rig he now has.

Gate prize will be a new Apache Eagle tent trailer donated by the Beslev Co. Anyone interested can contact Jack Wikstrom, 162 Fifth st., Stoughton, for more details.

The Second Annual Blue Sands Fishing trip was held last Saturday and Ernie Franks, a Boston longshoreman, took top prize with a 20-pound cod.

The party fished from the Miss Atlantic out of Hingham Depot out near Boston Light and was made up of postal workers, workers on the Blue Shield, Blue Cross building and downtown salesmen, all members of the Blue Sands Elbow Club.

Solunar Tables

The schedule of Solunar Periods, as printed below, has been taken from Mrs. Richard Alden Knight's Solunar tables and calculate the best times for fishing in this territory.

The major periods begin at the times shown and last for an hour and a half or two hours thereafter. The minor periods are of somewhat shorter duration.

Day	A.M.		P.M.	
	Minor	Major	Minor	Major
Sun.	2:05	8:35	2:35	9:00
Mon.	2:45	9:15	3:15	9:40
Tues.	3:25	10:00	3:55	10:15
Wed.	4:10	10:40	4:30	11:05
Thurs.	4:50	11:25	5:20	11:50
Fri.	5:35	—	6:05	12:20
Sat.	6:30	12:45	7:00	1:15
Sun.	7:30	1:40	7:50	2:05

that their motorboat patrol units can be berthed there.

The Boston Globe
(MORNING)
D. 261,042 SUN. 566,377

FEB 18 1973

New
England
Newsclip

Boston Harbor marina plan sinking fast in legislature

The main order of business at the Friday evening (Feb. 23) meeting of the delegates of Massachusetts Bay Yacht Clubs Assn. will be the many pieces of would-be legislation confronting the yachtsman in this state in 1973.

The report to the 67-club membership will include the fact that one piece of pet association legislation looks as though it is due to founder on legislative rocks as usual.

This is the proposal that a 150-boat marina be constructed in Boston Harbor on the waterfront at the Ft. Point Channel area, with a "breakwater and suitable slips."

Mass. Bay Commodore Claus Brandrup pointed out the loss of prestige and business that Boston suffers because it has "never had a decent facility" in the downtown area to take advantage of the pleasure boating boom.

Brandrup said the marina could also be the headquarters of the state division of Marine and Recreational Vehicles, which would oversee the place and provide maintenance. Money to build the marina would be from the Recreational Vehicle or Recreational Boating Fund, now bursting with boat owners' expended funds.

He said the Boston Redevelopment Authority is considering a massive development in the area and considers the marina a viable project for inclusion there.

The yachtsmen fetched up on their reef, however, when they suggested that the state Department of Public Works construct the marina with the use of the earmarked funds. Someone failed to check with Public Works.

"The Department of Public Works feels that projects such as this should be constructed by private enterprise," a spokesman for the department said. And down goes the marina.

The Legislative Committee of Mass. Bay is headed by Charles McManus of So. Boston Yacht Club, with other members from these clubs: Dave Bloodow, Charlesgate; Joe Bueote, Watertown; Ray Stevens, Riverside; Tom King, Savin

Hill; James Hanson, Swampscott and Jack Maher, Palmers Cove.—BARRY CADIGAN

Agencies, owners map Hub waterfront future

By Jim Williard

Editor for The Christian Science Monitor

Boston

Boston Redevelopment Authority has led private groups and public agencies in a coordinated planning effort for a 100-acre Fort Point Channel and station areas of the Boston waterfront.

Neglected, the area is considered a part of the harbor now that maritime uses have taken a back seat to plush hotels and premium housing development in bidding for waterfront sites.

Director Robert T. Kenney said the coordinated planning effort is needed "to prevent chaotic development in that part of the harbor."

The planning group is composed of representatives from the BRA, the city's Economic Development and Industrial Corporation (EDIC); the Boston Transportation Planning Review, the Massachusetts Bay Transportation Authority, Jung-Brannen Associates, Architects; Wurster, Bernardi & Emery Architects; and Charles T. Main, Inc., architects.

The development team, formed to implement the plans, includes representatives from the BRA, the EDIC, and major property

owners in the area: the U.S. Navy, Penn Central Railroad, the Gillette Company, Anthony Athanas, Town and City Properties, Ltd., and the Massachusetts Port Authority.

Transit lacking

The area currently has no mass-transit system and no major highway artery. Hence, heavy truck traffic must filter through the residential South Boston district. The Planning Group will meet next week to consider a new highway linking the industrial complexes with the Southeast Expressway and the downtown business district.

Mr. Kenney said that the Gillette Company has proposed a new residential complex on a 45-acre plot within the area. Mr. Athanas, owner of the Pier 4 restaurant, plans high-rise apartment towers near the mouth of the channel on Northern Avenue. The Massachusetts Port Authority has been purchasing Penn Central Railroad land. Town and City Properties, Ltd., plans residential development and an industrial complex.

Penn Central, according to Richard A. Beatty, director of planning for downtown commercial development, would sell virtually all its land holdings for the right price.

Zoning adjustments, land-use regulations,

federal grants, and transportation facilities will be necessary for the proposed development, he said.

Mr. Beatty said that present plans call for retention of the Fort Point Channel, which has had no importance to maritime commerce for many years and has been described by Mayor Kevin H. White as a "polluted waterfront eyesore." The channel will be cleaned up, Mr. Beatty said.

MAR 3 1972New
England
Newspaper

Channel Area Plans Develop

Private development interests and public agencies have agreed to join a coordinated planning effort for future development of more than 100 acres of land along the South Boston side of the Fort Point channel.

¹³⁵⁰
Boston Redevelopment Authority Director Robert T. Kenney revealed yesterday the Planning Group and Development Team will concern itself with the area stretching from South Station to the South Boston waterfront and industrial areas.

Richard Beatty, regional core planning director, yesterday briefed the BRA staff on the need for broad concepts in planning commercial development in the area, much of it Port Authority-owned land, formerly used for railroad trackage and yards.

BEATTY SAID plans call for the retention of the Fort Point Channel — cleaned of its present pollution — as an esthetic complement to development of a new residential complex with 2,200 apartments near the Gillette plant. Earlier plans called for damming and draining the channel.

He said Town and City Properties, Ltd., a British concern owning 35 acres along the channel plans residential development west of Summer street and a rehabilitated industrial complex on the harbor side.

Beatty also revealed Anthony Athanas, owner of Pier 4 Restaurant, has engaged an architect to plan high rise apartment towers and other facilities on the so-called "fan pier" at the mouth of the channel meeting Boston Harbor.

HE NOTED the planning group will comprise representatives from the Boston Economic Development and Industrial Corporation; Boston Transportation Planning Review; MBTA and individuals from the firms of Jung-Brannen Associates, Inc., architects; Wurster, Bernardi and Emmons, architects, and Charles T. Main, Inc., engineers, all representing substantial land owners in the area.

Kenney and Gerald Bush, who begins duties next week as the \$33,000-director of the EDIC, will oversee planning efforts. They will work with designees from Town and City properties; Gillette; Athanas; Massachusetts Port Authority; U.S. Navy; and Penn Central Railroad.

He said the broad-based planning approach is necessary now "to prevent chaotic development in that part of the city."

MAR 5 1972

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Residential blight the target

Southie renewal One more try

350

By ROBERT F. HANNAN

South Boston's residential area, long wary of the spectre of urban renewal, is coming in for renewed attention from Boston's Redevelopment Authority.

A co-ordinated planning venture involving public agencies and owners of large private tracts in the industrial half of Southie holds promise of alleviating some of the blight that commercial activities have spilled into adjoining household areas.

THIS COULD BE THE FIRST STEP toward encouraging an upgrading of some run-down residential properties and help bring people back to the peninsula district. Between the 1950 and 1970 federal censuses, the old home town dropped in population from 55,000 to 33,000, according to Richard A. Beatty, BRA regional core planning director.

Several years ago South Boston almost went to war over a report that BRA chief Edward J. Logue, the tough smiling Irishman, was going to move in on the district by making it into an urban renewal area.

This never materialized, but it solidified Southie against almost any overtures from the dreaded BRA. And a few years later the area rose up to kill plans for Expo Boston. Certainly the BRA's role in supporting the World's Fair plan didn't help its saleability.

Beatty, at a briefing session with BRA staff people the other day, said it still would be politically impossible to bring formal urban renewal to South Boston.

THE PLANNING EFFORT announced the other day will be a broad approach to development of the area extending from the South Boston side of the Fort Point Channel to the waterfront area.

Here are 35 acres along the channel owned by the British-financed Town and City Properties, Ltd.; 45 acres along Northern Avenue, mostly trackage area, owned by the Massachusetts Port Authority; 30 acres along the Northern Avenue waterfront owned by restaurateur Anthony Athanas and 14 acres along the channel and A Street owned by the Gillette Co.

The U. S. Navy owns another 30 acres or so along the Reserve Channel across Summer Street from the Army Base. Edison and White Fuel own properties along the Southern side of the Reserve Channel and industrialized East First Street. At the other end, at City Point, Wiggins terminals and cargo storage area dominates.

All of these activities have generated truck traffic into residential South Boston. Over the years the hazards, the noise, the bustle of it all have taken a toll on residential living.

The emphasis on industrial planning would entail transportation relief, and the likelihood of some new trucking and traffic arteries to relieve Southie's local streets. One likely course of any new highway would be along the now little used trackage paths back of Northern Avenue and possibly a new or relocated Dorchester Avenue.

Beatty noted—correctly—that South Boston now has some of the severest residential blight in the city, now that areas such as Madison Park and some other renewal areas are on the treatment schedule.

SOUTH BOSTON LATE NEXT WEEK will be decked out for the parade and its big day of the year, come St. Patrick's Day. But not very far off the parade route, visitors to the area can find some run-down tenements and even once fashionable homes.

Along East First Street, in the con-

Handwritten notes:
 1. Mention to Home
 2. He tried to start
 3. did not fight
 4. in SB
 5. in

glomerated industrial, trucking and residential area, some vacant homes are a sign of blight.

One attempt at reversing the tide was shown as an almost humorous—but also sad—commentary. In a film presentation, Beatty displayed an old duplex home, dating to near the turn of the century. One half the front sparkles in fresh white paint and shows signs of rehabilitation attention. Even half the architectural crest design has been sanded down the middle.

In stark contrast the other half, brown in dark despair.

In another shot, Beatty displays a still fashionable Victorian era single family home on a sizable lot and apparently in respectable condition. But looming in the background only a few blocks away can be seen the smokestacks of the \$25 million Edison generating plant at Summer and East First streets.

SOUTH BOSTON'S RESIDENTIAL physical upgrading likely lies in the new types of federal aids that have come to replace the unpopular "urban renewal" approach.

Beatty mentioned the New Communities Development Grant type of aid for neighborhoods as one approach. This is almost spot renewal or upgrading on a selected rather than mass area control zone procedure.

One more amenity that could offshoot from planned industrial development along the Fort Point Channel area is a new system of core area mass transit or what Beatty calls "people movers."

This might be a route looping from downtown through the new South Boston industrial belt into residential sectors. The short, stubby but modern and comfortable electric trains could bring Southie's residential areas into link with the South Station and downtown sector.

Town and City Properties is planning a new residential development for 1600 to 2200 living units along the Fort Point Channel area opposite South Postal Annex. Some of it would involve renovation of present industrial buildings and warehouses in the Melcher and A Street district.

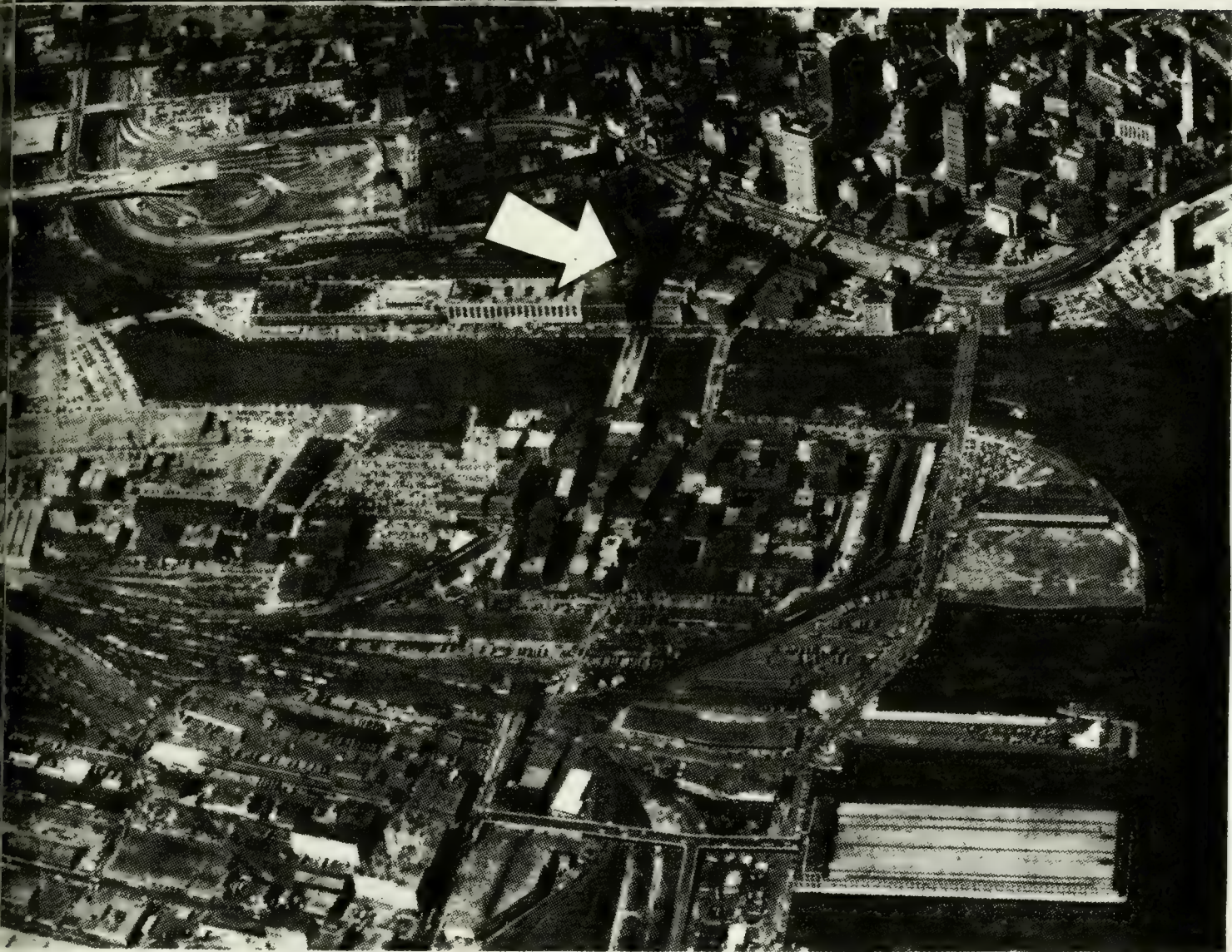
This new look for the Gillette side of Summer Street would also include office space mixed into the new residential community. Such a new community would require certain supporting city services and is one more reason for devising special by-pass trucking and commercial roadways.

ON THE HARBOR SIDE of Summer Street, the British owners intend to upgrade buildings, but keep them for present types of commercial and light industrial use, and remain as a center for Boston's graphic arts and printing trades.

Continuing toward the Fort Point Channel mouth, across Northern Avenue, restaurateur Athanas plans a complex of high rise residential towers and supporting facilities on the so called "Fan Pier," or pie-wedge shape land at the junction of channel and harbor.

In all the planning to involve representatives of BRA, the city's Economic Development and Industrial Corp., private developers, Port Authority, Navy and MBTA, the influence of the sea, harbor or water is an important ingredient.

In fact, the dreams of yesteryear to have the Army Corps of Engineers fill in the polluted Fort Point channel are undergoing change. Planners now see the waterway, if it can be cleaned up, as an amenity to enhance the new South Boston industrial development. And fanning out from it can be a regulated development to enhance and bring back the abutting residential area.



Prime area

Fort Point Channel, center of photo, will be the main-spring of large-scale downtown waterfront development projects if present plans go through. The dock areas at right, once busy with coastal shipping now are eyed for more high-rise housing and restaurant development. The channel side is also being considered for plush apartments. The arrow indicates South Station.



South Boston
THE BOSTON
BOSTON, MA
6.23.02

JUN 04 1988

NEW ENGLAND NEWSCLIP AGENCY, INC

Southie open to all

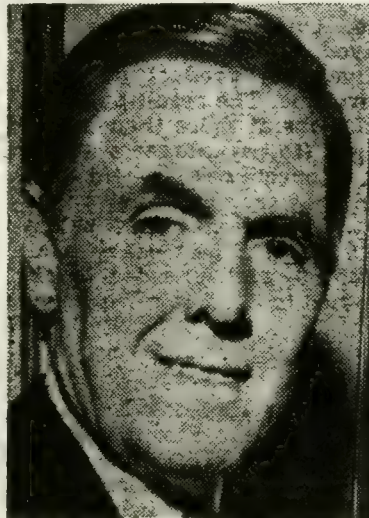
HERE is one South Bostonian's opinion of the recent controversy sparked by the prayer meeting at Saint Monica's Church in South Boston.

Southie has become a prime choice for residency because of its beauty, history, and safe streets. Why didn't all the outsiders want a piece of Southie 10 years ago?

People of all color should, and do, have the right to live anywhere they choose. South Boston, like every neighborhood in Boston, has to shoulder some of Boston's low-income housing crunch. Councillor Jim Kelly's pro-condo conversion stance doesn't help anyone, which is a fact that Southie tries to ignore.

But instead of making a media event out of Southie's housing integration, why doesn't the Boston Redevelopment Authority just move the families in?

I think the people of South Boston wouldn't resist the integra-



MAYOR FLYNN

tion so much if Mayor Flynn wasn't doing it because he wants to be our next governor.

John DiCicco,
So. Boston



■ SOUTH BOSTON

Continued from Page 12

the housing projects could not come at a worse time, because the poorest residents are being squeezed out of the private housing stock.

And because so many Southie residents have relatives and friends in the housing projects, said Gerard Vierbickas, president of the South Boston Residents Group, the desegregation issue "affects all of South Boston."

Hundreds of South Boston residents who only a few years ago would never have considered moving to the projects, now have no other choice if they want to remain in Southie.

The lack of affordable housing has robbed from much of a whole generation of natives the option of staying there. With only a quarter of its housing units owner-occupied, due mostly to the predominance of the three-decker in the housing stock, South Boston has always been a neighborhood of renters.

But rents have doubled in just a few years, and three-deckers that once housed immigrant families are being gutted, refitted and sold as condominiums at more than \$100,000 a floor.

Condos only new housing

Unfortunately for many in a neighborhood where the vacancy rate dropped 70 percent between 1980 and 1985, and where nearly one out of four families is receiving public assistance, condos are quickly becoming the only new housing option.

Nearly a quarter of South Boston's housing stock is in public housing, by far the highest per-capita share of public housing of any city neighborhood. More than 15 percent of the available public housing units in the city is in South Boston, even though it has just 6 percent of the population — testimony to its longstanding position as a politically powerful neighborhood.

Karen Perry, 22, has been on the waiting list for public housing since July 1985. In the meantime, she and another woman are splitting the \$575 rent for a three-room apartment on West Ninth Street. Her 2-year-old son sleeps in a converted closet.

Perry grew up in the Old Colo-

ny housing project with dreams of getting her own apartment. But as rents soared in the last five years, Perry now hopes just to get back to Old Colony, to be near her mother.

"They want \$700 to \$900 a month for a good apartment. Who can afford that?" said Perry, who supports herself and her son with \$462 a month in welfare benefits.

Insulated by geography

South Boston is a peninsula of about 4 square miles, around which the Southeast Expressway bends. The Massachusetts Turnpike ends at the lip of South Boston. That mix of geography and infrastructure leaves many with no good reason to even drive through South Boston, except maybe to beat some of the rush-hour traffic by slipping down L and Summer streets — a habit that in the last few years has become an increasing problem.

"South Boston is insular by its geography," said Rev. Thomas McDonnell, pastor of St. Augustine's Church. "That has led to tremendous pride; it's given people roots. It doesn't seem to lead to that great American chase to get ahead."

Education, says McDonnell, has never been stressed to the degree it should be. Consequently,

there has been less upward mobility, and many younger South Boston natives find themselves unable to afford rising rents or down payments on condos.

There are nearly 1,000 condominiums in South Boston, all of which have been converted since 1980 and about 70 percent of them since 1984, according to the Boston Redevelopment Authority. Last year, 308 condo permits were granted for South Boston, twice as many as in any previous year. BRA consultant Rolf Goetze said tax changes in 1986 made it more attractive for investors to convert rather than to rent out apartments, so the trend should continue.

But in a city with more than 31,500 condos, South Boston is not facing the widespread gentrification that Charlestown and the South End have seen over the last decade.

Open hostility rare

Newcomers have not been welcomed with open arms, but open hostility, such as the breaking of windows on an N Street condo project last year, is extremely rare.

"I don't think people object to the fact that outsiders are coming in until their own kids can't get an apartment because an outsider can outbid them," said Vier-

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To the Editor:

In the May 5, 1983 issue of the South Boston Tribune, an article about the South Boston Residents' Group and the Light Manufacturing Zone proposal raises several questions that I would like to answer as Director of the Economic Development and Industrial Corporation (EDIC), which designed the original LMZ concept.

The creation of a "Light Manufacturing Zone" classification is being proposed by EDIC as an amendment to the current zoning code to protect manufacturing jobs, maintain the balance between the needs of neighborhoods and the needs of manufacturers, and help Boston's successful light manufacturing operations have room to expand and create new jobs. The proposal is under consideration by the Boston Redevelopment Authority.

One key goal of the Light Manufacturing Zones propos-

al is to ensure that Boston residents have the widest range of employment and career choices. That means promoting a diversified local economy which combines a mix of manufacturing operations with service and professional businesses. Manufacturing jobs are good jobs: they paid an average of \$24,500 last year, and offer good prospects for advancement.

The current zoning code offers insufficient protection to Boston's successful manufacturing operations. As they seek to expand and create new jobs, they are finding that competition for space with the city's booming service sector is making it difficult to find room to grow. As a result, some manufacturers are leaving the city, and taking their jobs elsewhere. The LMZ proposal will give successful manufacturers that room to grow, and create new jobs for Boston residents.

E.D.I.C. RESPOND TO QUESTIONS AT RESIDENTS GROUP

The Light Manufacturing Zoning proposal was once more on the agenda of the South Boston Residents' Group. At a recent meeting, Gerry Vierbickas, President, raised several issues with Ellie Spring of the city's Economic Development and Industrial Corporation (EDIC), which has proposed the LMZ zoning classification. The issues

included: the type of jobs created or protected; the impact on property values; space for artists to live and work; the exclusion of large retail stores; the inclusion of research and development uses; and the fact that boundaries for individual Light Manufacturing Zones have not yet been mapped.

Ms. Spring returned on

May 9 to respond to each question. She said that a "Light Manufacturing Zone" is being proposed by EDIC as an amendment to the current zoning code to protect manufacturing jobs, maintain the balance between the needs of neighborhoods and the needs of manufacturers, and help Boston's successful light manufacturing operations have room to expand and create new jobs. The proposal is under consideration by the Boston Redevelopment Authority.

According to Ms. Spring, LMZS are designed to help Boston maintain a diversified economy that includes all types of businesses. Once in place, the LMZ proposal will mean that residents of South Boston will have opportunities in manufacturing as well as service industries, and professions. Without the protection of the LMZ proposal, manufacturing companies will be unable to find affordable space to expand, and eventually leave the city, taking their jobs with them.

Ms. Spring said that although manufacturing jobs aren't for everyone, they do pay higher salaries than jobs in service industries. The average wage for a manufacturing job in 1987 was \$25,400, while service industry paid only \$19,900. Good salaries from manufacturing jobs, combined with better job security, give people the stability to have families, buy a home, or complete a college education.

Ms. Spring said that the only people whose property values are threatened by LMZS are "speculators" who have bought up manufacturing buildings, and hope to sell them at a profit as Boston's economy continues to grow. Business owners who are primarily interested in the future of their business and their

community are in favor of LMZ's, since they realize that his proposal will give them the opportunity to find good quality, affordable space to expand and create new jobs. But some business or building owners are more interested in the land on which their building sits; if they get the right offer, they'll close the doors of their business and sell—leaving their employees out of a job. They're the ones opposed to the LMZ proposal, she said.

EDIC has decided to exclude large retail operations from Light Manufacturing Zones because of the traffic they generate, Ms. Spring explained. Large grocery and department stores attract hundreds of additional cars each day, in addition to the trucks which make deliveries. For people living near such a store, traffic problems become even worse than they

are today. Large retail stores should only be located in areas with proper traffic access, for the benefit of the neighborhood nearby. The proposal does allow for small retail stores as conditional use, meaning that community approval is required.

Space for medical research and development and artists is included under the proposal. In each case, the proposal looks to the future, which the existing zoning code does not do. The existing code does not set aside space for either use, and since both uses will continue to expand in Boston, any new zoning proposal should include them in the most appropriate way.

Ms. Spring said that there are solid reasons to include each. Medical research and development is a growing industry. It is crucial to continued success of Boston's many hospitals and medical centers, which are some of the city's most important employers. In the case of artists, their activities often use materials (welding torches for sculptors, and paints and varnishes for painters) that are disruptive in a residential neighborhood with three

dicker houses. Since few artists make much money, allowing them to combine studio space and living space lets them cut their expenses enough to get by. And artists make a contribution to the community: in South Boston, they have arranged art workshops for Seniors, the Boy's and Girl's Club and the Multi-Service Center, as well as providing the mural on the wall outside the Boy's and Girl's Club. Mr. Vierbickas stated that although admirable, this is a modest contribution for the consideration expected.

Gerry Vierbickas also pointed out that the main reason the Residents' Group found it impossible to endorse the City's proposal was its lack of specific boundaries. "How can I endorse a plan when I don't know its exact location and consequently its impact on our neighborhood?" asked Vierbickas. Ms. Spring stated that EDIC believes it would be premature for the City to specify where individual Light Manufacturing Zones would be located. Instead, the city will work with the community, through organizations such as the Fort Point Channel CAC (the community group set up to deal with land use issues), which has the Residents' Group as a member, to draw boundaries that maximize the benefits to South Boston. At the present time, the CAC decided in the future to use LMZ's as a land use tool, EDIC would work with it to draw boundaries within the larger IPOD

process. In Newmarket, on the other hand, LMZ's could be easily applied.

MAY 5 1988

NEW ENGLAND NEWSCLIP AGENCY, INC.

South Boston Residents' Group To Meet On Monday, May 9, 1988

1350
Gerry Vierbickas, President of The South Boston Residents' Group, has announced that the next meeting will be held on Monday, May 9, 1988 at 8:30 p.m. at the Tynan Community School. A representative from the City's

Economic Development and Industrial Corporation (E. D. I. C.) will again address the group to briefly explain their proposal to establish a Light Manufacturing Zone (LMZ). At last month's meeting, Ellie Spring of E. D. I. C. gave a

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S.B. Residents'

(Continued from page 1)

short, but concise explanation of their plan. Unfortunately, because of the strong interest and informative conversation with the previous speaker (Peggy Davis Mullen), the agenda ran longer than allotted. Consequently, it was agreed that E. D. I. C. would be given first priority at the May meeting.

The L. M. Z. is the creation of a new zoning category where only specific light industrial uses, such as printing, medical and dental instruments, and electronics, would be allowed. Disallowed uses would include office and residential space on one end of the spectrum and noxious uses such as trash transfer stations and junk yards on the other.

Marilyn Swartz Lloyd, the Director of E. D. I. C., has said that Boston is facing an acute shortage of affordable space for manufacturing that is caused in many cases by real estate speculation.

Vierbickas stated that some of the goals the S. M. Z. is designed to achieve is laudable. However, he felt that certain aspects of the proposed zone are seriously flawed. At the April meeting, Vierbickas advised the E. D. I. C. that his concerns were as follows: First, he was unhappy with the type of jobs that it intends to create, which are mainly blue collar and the service industry, and the general attitude that some people have that these service type jobs are what people in south

THURSDAY MAY 5, 1988

Boston should aspire to achieve.

Admittedly, not everyone is interested in a professional career, but he stated that he took offense with a city agency encouraging lower paying manufacturing positions for South Boston residents.

In fact, the way real estate prices in Southie are going, it will take a professional living to be able to afford to live in Southie.

Vierbickas also took particular issue with a city agency feeling obliged to provide living and working space for artists (the L. M. Z. provides for this). This is no benefit for South Boston.

Additionally, he objected to the L. M. Z. excluding large retail stores like a department store or a supermarket. South Boston could use a Lechmere Sales or a Super Stop and Shop. These discount stores would mean a savings in our family living expenses. That would be a greater help to South Boston Residents than to provide lower paying, unskilled manufacturing jobs.

Finally, the exact areas are not specifically mapped out. Consequently, the group found it difficult to endorse a plan without knowing what areas are included. The E. D. I. C. wants the endorsement first before they deal with specifics. That's like agreeing to purchase a car and leaving the amount up to the dealer at a latter date.

Because of this vagueness, The Residents' Group neither endorsed, nor opposed the L. M. Z. If you want to hear more on the L. M. Z. you are invited to attend Monday's meeting of the Residents' Group.

Last month's meeting was again a very interesting, and informative meeting. Our guest speaker was newly elected School Committeewoman Peggy Davis Mullen. It was refreshing to see South Boston parents of school children participating in the decision making process by providing meaningful input into their children's education. It is saddening however, to hear that there are plans to cut

paper and pencils, and even lay off teachers again, but there is plenty of money for bi-lingual programs with encouragement to ever learn English. The City of Boston paying administrative personnel salaries in excess of \$60,000 while they drive around cars with cellular phones and expense accounts. We are then told by these same people that the first place to make cutbacks is with supplies and textbooks (cut \$1 million) and lay off teachers (cut \$1.5 million) who in fact are paid for less than police men or firemen, and more often face the threat of physical danger on a daily basis. Additionally, the teachers have a lot of expense invested in training and have the utmost important responsibility of teaching the next generation. Vierbickas stated that it's ironic that one city agency is cutting money for these basic and necessary services and another city agency (the B. R. A.) can pay \$15,000 for pictures and even pay an additional \$5,772 TO HAVE SOMEONE HANG THESE PICTURES!

We'll be looking to Committeewoman Mullen to help correct these problems and thank her for speaking at the meeting of the South Boston Residents' Group.

Hope to see you all at Monday nights meeting.

Modifications To Make Flats Development Possible

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State Transportation Secretary Fred Salvucci has said design modifications to the proposed Seaport Access Road linking the new Central Artery to the third harbor tunnel will make possible future development at the Commonwealth Flats area of South Boston. The new plans allow creation of

major new development areas by shifting the Seaport Access Road somewhat to the north and by covering more of it than had been anticipated.

"This slight shift in the alignment of the Seaport Access Road will allow the construction of buildings across the Fort Point Channel on either side of
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NEW ENGLAND NEWSCLIP AGENCY, INC.

Modifications

(Continued from page 1)

Summer and Congress Streets, transforming what are today windswept vacant lots into a vibrant commercial area," said Salvucci. "And we found a way to do this without forcing the relocation of five local employers -- the House of Bianchi, Fishery Products, Inc., Turner Fisheries, Northcoast Seafood, and General Ship.

"We understand this part of Boston in changing rapidly and we want to make sure this Seaport Access Road permits this future growth. That's why we're moving the portion of the highway between B and D Streets approximately 150 feet to the north," said Salvucci.

The Secretary said that the state became aware of development plans for the area after initial project designs were shown to Massport, the Boston Redevelopment Authority,

Transportation Department, and community residents for their review.

"The input of these and other agencies and community residents is a critical part of our planning process," he said. This kind of coordination has in this case resulted in very positive changes in the project. We will continue to work closely with these and other groups in the future."

Boston City Councilor Jim Kelly (South Boston/Chinatown/South End), praised the modified route, citing it as an example of the state's responsiveness to community input. "Local businessmen were concerned that the old route would curtail access to downtown Boston, residents worried that an uncovered road would limit access to the waterfront, and the City needed an alignment that would accommodate its development plans. The state's modification addresses all of these concerns."

"The new Central Artery and the third harbor tunnel will be part of the cityscape for decades to come," said Salvucci. "We want to make sure they work not only as transportation projects, but also accommodate the future growth potential of Boston."

Massport owns much of Commonwealth Flats, a roughly 70 acre section of the South Boston waterfront bordered by Northern Avenue, and F, Summer, and A Streets. To promote commercial activity on the mostly vacant land, the City of Boston proposes to create a series of development parcels by building a grid system of local streets and extending Congress Street from A Street southeast to Northern Avenue.

The new route allows for the creation of five to nine parcels between B and D Streets, all but one above the Seaport Access Road, including a decked over portion between B and C Streets. Earlier plans called for the below grade highway to remain open from B to F

Streets while running much too close to Summer Street to allow for the full development of air rights.

"With these changes and earlier modifications to the route of the third harbor tunnel, our project alignment in South Boston is new set," said Salvucci. Several weeks ago state and city officials announced plans to move a small portion of the tunnel 400 to 500 feet east so that it avoids the General Ship yard in South Boston and protects 400 jobs in both East Boston and South Boston.

The \$3.1 billion artery/tunnel project involves a major increase in Central Artery capacity by building a new 8 to 10 lane underground roadway; constructing the Seaport Access Road to serve rapidly developing areas of South Boston and to take traffic off local streets; and building a new four-lane tunnel across Boston Harbor directly to Logan Airport and Route 1A.



Editorial

South
Boston

TV BOSTON, CHANNEL 5

Department

ice Needham Br Boston, MA 02192

9-0400

Praising the True Spirit of Southie

S. James Coppersmith, Vice President/General Manager, WCVB-TV

May 31: 6:57 AM; 12:28 PM; 6:55 PM; 3:40 AM
June 4: 6:58 PM; 3:20 AM

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ecast.

Well, isn't that too bad. Councillor Jim's Kelly's insulted and outraged that Father Puccini opened St. Monica's church for a multi-racial prayer meeting. Councillor Kelly faulted the gathering for being "political." But what if the purpose was to reduce tensions around the integration of Southie's public housing? That's an important mission. Councillor Kelly is the one who's off base.

Father Puccini is to be congratulated for not backing down. So, too, are the other religious leaders who put the event together. What's a religious institution for if not helping people better understand themselves and their brothers and sisters?

Fortunately, many people from South Boston disagree with Councillor Kelly. There were just a couple of dozen hecklers outside. And how bizarre they seemed --standing outside the church, booing people who had come to pray.

The church and the law are on the right side of this one. People of all races must have equal access to public housing in Boston. And all of the institutions which recognize the rightness of that will pull together and make it happen.

South
Boston

Boston Business Journal
April 4, 1988

Convent plans run into flak in Southie BRA panel defers action on Carmelites

by Marie Gendron
Journal Staff

At its last meeting, the Boston Redevelopment Authority board found itself in the peculiar position of opposing a small order of nuns' bid to build a new convent in South Boston.

"We're opposing the Carmelite Sisters for the Aged and Infirm?!" BRA board chairman Robert Farrell asked incredulously when told that the BRA staff felt the proposal needed further review by the Authority and the community.

But BRA board member James Flaherty, the only BRA board member who hails from South Boston, stood firmly against the nuns.

Citing extensive and longstanding community opposition, Flaherty said the BRA board should go beyond a mere deferral and recommended that the

nuns' proposal be denied without prejudice. If agreed to by the board of appeal, a denial without prejudice would kill the convent proposal but allow the nuns to return with a new plan sometime in the future.

The nuns' proposal is hardly of earth-shattering proportion.

The Carmelite Sisters want to build a four-story convent on a 6750-square-foot vacant lot the order owns on Old Harbor Street in South Boston. The new convent would house about 13 nuns who now live in Marion Manor, a nursing home the Carmelite Sisters operate on nearby Dorchester Street.

Flaherty said the Carmelite Sisters have long caused traffic and parking problems in the neighborhood and that noise from their laundry exhaust wakes neighbors up late at night and early in the morning.

In the end, the board took the more moderate route and recommended that the board of appeal defer the matter to allow the nuns and South Boston residents more time settle their differences.

Farrell's response to the nun episode was matter of fact:

"I guess everybody likes nuns, but nobody wants them in their neighborhood," he shrugged. □

South Boston's condo renaissance

Building rehabilitation led by live-in home purchasers

By MOIRA O'CONNOR

CONDOMANIA has hit South Boston. Everything from state-ly Victorian mansions to two- and three-deckers, from a lodge hall to a church, is being converted into condominium units.

The burst of rehabilitation is even spreading to owners of private dwellings, who are sprucing up their homes with repairs and paint. South Boston is fashioning its own renaissance.

"It seems like every other house is being converted into condos," says Christine Marshall, sales associate at Jack Conway. There is a great demand for three-family homes, "if the price is right." And most units in the area are being bought by owner-occupiers — few by investors.

The price of a two-bedroom unit varies from \$106,000 to the \$150,000 range. A year ago, the average top price was \$138,000.

Anyone looking for a new condominium with a Japanese soaking tub will find it on Telegraph Hill, near Thomas Park. A three-family clapboard home was totally gutted inside and rebuilt as three condo units. Two 960 square-foot units have hard-

wood floors, two bedrooms, two bathrooms, European-style kitchens, a livingroom and a Japanese soaking tub. The price is \$169,000.

The 750-square foot top unit has hardwood floors, one bedroom, one bathroom with skylight, European-style kitchen, a large livingroom, no soaking tub, but a great view of the Boston skyline and French doors to a balcony. This unit is priced at \$155,900. All units have laundry hook-ups and air conditioning, according to Marshall.

Another fully-gutted conversion is a four-unit condominium on East Broadway, with 775 to 900 square feet per unit. Each floor-through unit has a European style kitchen with microwave oven, hardwood floors, laundry hook-ups, living room, two bedrooms and one bathroom.

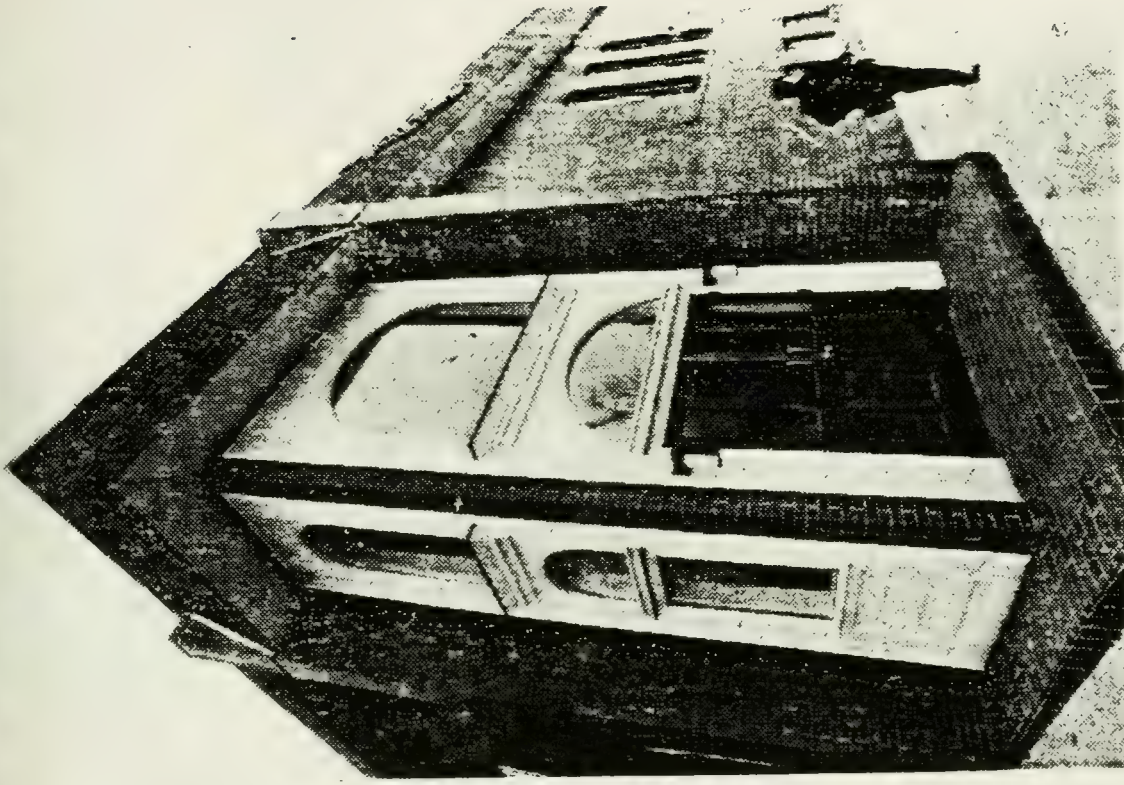
The bottom unit has a patio and the top unit has a private roof deck. The two middle units have balconies off the living room. Prices range from \$149,000 to \$169,000, according to Debbie Leonard, owner of the real estate firm Constitution Properties.

The red-brick building that is now Independence Park Condominiums on N Street was once the Knights of Columbus Hall. The building was gutted and reconstructed into 10 three-story units, each with 1,500 square feet of living space and large floor-to-ceiling windows.

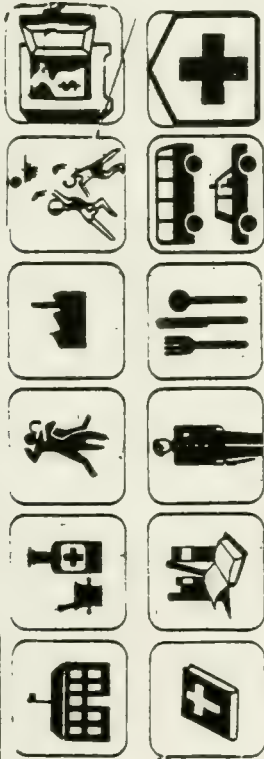
The ground floor has two bedrooms and a bathroom. The second floor has a living room with a cathedral ceiling, dining area and fully-equipped kitchen. The third floor overlooks the living room and has a master bedroom suite with a bathroom.

Prices range from \$182,000 to \$188,000, according to Leonard, and two are already occupied.

In the 19th century, Independence Park, which is overlooked by the condominiums, was considered one of the finest sections of South Boston. The park had a fountain, flower gardens and paths for walking, and was surrounded by elegant Victorian red-brick homes. A vestige of the area's former splendor survives in some of the 1860-vintage homes around the park.



CONDO CRAZE: Much of South Boston, with its wide range of Victorian mansions and double- and triple-deckers, is giving way to condominium developments such as Independence Park Condominiums (above).
Jim Davis photo.



What South Boston Has to Offer

FOR almost 200 years South Boston was pastureland for the farmers of Dorchester.

But after it was annexed to Boston in 1804, wealthy city residents realized the peninsula, with its fine beaches overlooking the harbor islands, was a very desirable place to live. Later development brought an influx of middle- and working-class people into the fashionable residential area, as the northern waterfront was swept by industrialization.

Today, after many generations, South Boston is still a tight-knit, family-oriented community, where six of every 10 residents are of Irish descent according to Boston Redevelopment Authority statistics. However, many newcomers have recently moved into the area.

South Boston abuts the other city neighborhoods of Dorchester, the South End and Harbor area.

Public transportation is provided by MBTA buses and trains.

- Medical facilities are available at Boston hospitals.
- The public school system includes one pre-school, five elementary, one middle and one high school. Parochial schools consist of four elementary and one high school.
- Places of worship accommodate many denominations.
- The population is 35,776 in 3.8 square miles.
- The residential real estate tax rate is \$10.77 per \$1,000 valuation.
- Item of historical interest: St. Augustine's Chapel at F Street was the first Catholic church built in Massachusetts.

Foundations are in for seven four-story townhouses in a new condominium development — St. Stephen's Way, on East 8th Street at Dorchester Heights.

The ground floor of each townhouse will have a garage, utility room with washer/dryer unit, walk-in closet and storage space. There will be 1,500 square feet of living space, plus the garage.

The first floor above the garage will feature a livingroom with a fireplace and a bay window, a dining room and a fully-equipped kitchen (including microwave oven). The second floor will have two bedrooms, each with a walk-in closet, and a tiled bathroom.

The third floor will have a master bedroom with French doors leading to a balcony with a view of Pleasure Bay and Boston Harbor. There will also be a bathroom, walk-in closet and linen closet. All units will be air conditioned.

Every buyer will be able to choose his own front door, based upon the designs of the Georgian houses in Dublin, Ireland, and featured on an Irish Tourist Board poster, "The Doors of Dublin." Sixty percent of South Boston's inhabitants are Irish-Americans.

On East Second Street, construction of five new townhouses is well under way. Each home will have three floors with approximately 2,000 square feet of living space.

MAR 31 1988

Neighborhood Participation Stressed At Development 13th Conference

Developers who fail to invite neighborhood participation in the shaping of their development project may see their project doomed.

That was the message Don Gillis, Director of the Mayor's Office of Neigh-

borhood Services, stressed to more than 175 real estate attorneys and developers at a day-long conference in Boston this week. Sponsored by the Massachusetts Continuing Legal Education, Inc., the Con-

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Neighborhood
(Continued from page 3)

Planning and Zoning for the Boston Redevelopment Authority, emphasized the city's commitment to allowing residents to help shape a development project. "Developers may view community groups as obstructionist," said

Bourque. "But we think a better project comes about from their early active involvement."

Rudolph Umscheid, Vice President of Urban Investment and Development Company, developers of Copley Place, said he supports the community process. "We all come away with a better project. There is some-

thing intrinsically satisfying about doing a project that is well received by the community."

CONT.

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"Neighborhood Participation Stressed..."

Neighborhood
(Continued from page 1)

ference included speakers from the City and the development community and was aimed at familiarizing attorneys and developers with new zoning regulations and the city's requirements for getting approval for a development project.

"In 1984, some people were calling for a moratorium on development," said Gillis. "But Mayor Raymond Flynn made sure the residents of Boston's neighborhoods benefitted from downtown development. Through linkage, neighborhood residents have gained access to jobs, job training and affordable housing opportunities in the city."

Gillis noted that the establishment of neighborhood Councils and Planning and Zoning Advisory Committees has enabled Boston residents to play an integral role in the development process from the start.

"The Mayor created a climate that neighborhood residents could come forward and have a strong voice in the process," said Gillis.

The projects that have been the most successful, added Gillis, are those that involved extensive community review from the beginning, such as the Baker-Chocolate Mills development in Dorchester that in the end netted 300 housing units and an extensive community benefit package. In contrast, however, the proposed Prudential development met fierce opposition when the developers presented a plan without early assistance of community residents.

Echoing Gillis' comments, Linda Bourque, Assistant Director of
Continued on page 13

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BOSTON, MA
W.

MAR 3 1988

Protecting Quality Jobs With Light Manufacturing Zones

Business Week magazine recently called manufacturing "the key to growth." Historically, manufacturing operations and the quality jobs they provide have been the backbone of Boston's economy. For the future, the City of Boston's Economic Development and Industrial Corporation (EDIC) is proposing ways to keep manufacturing in Boston strong, vibrant and growing.

Marilyn Swartz Lloyd, Director of EDIC, outlined EDIC's plans at a public hearing at City Hall on February 11. "The greatest problem faced by Boston's manufacturing sector is an acute shortage of good quality, affordable space. It is caused in many cases by real estate speculation, where land is withheld from the market in the expectation of riding the crest of the real estate boom in the City."

"The continued economic health of Boston and thousands of its residents and their families depends on a strong manufacturing base, and that depends on protecting manufacturing jobs from being wiped out by real estate speculation," she added.

Manufacturing in Boston faces a serious threat from the skyrocketing rents caused by real estate speculation. In block after block, manufacturers have seen rents rise and leases shorten as developers encourage conversion of industrial buildings to office space, since office rents are usually double or triple industrial rents. Boston's booming economy has led to a severe shortage of office space, and many downtown companies are turning to areas previously used only for industrial purposes.

At a time when many people find it tough to make

ends meet with salaries in service industry jobs, the average manufacturing worker earns \$24,5000, and Boston residents comprise one-third of the City's manufacturing workforce, while only one-quarter of Boston's office workers live in the City.

The solution, Swartz Lloyd said, is the creation of a new zoning category, the Light Manufacturing Zone, or LMZ. In an LMZ, only specific light industrial uses, such as printing, medical and dental instruments, and electronics, would be allowed. Disallowed uses would include office and residential space on one end of the spectrum and noxious uses such as trash transfer station and junkyards on the other. Activities which support manufacturing, such as job training and child care facilities, restaurants and parking, would also be allowed.

The LMZ proposal has been developed by EDIC and staff from the Boston Redevelopment Authority (BRA). In the next few weeks, meetings with community and business leaders will be held as part of the final drafting of the LMZ zoning amendment. The amendment will be presented to the BRA Board of Directors of March 11; after approval, it must be passed by the Boston Zoning Commission before becoming law.

Swartz Lloyd said that LMZs would ensure that light industry is a good neighbor. "Why should we worry about compatibility with residential neighborhoods, and about aesthetic considerations, such as design and landscaping? The answer, quite simply, is that Boston is a geographically small city. We feel very strongly that industry can be, and certainly ought to be, a good neighbor."

The slow erosion of Southie's walls

By Kevin Cullen
Globe Staff

1350

People in South Boston were once fond of saying their neighborhood is surrounded by the Atlantic Ocean to the east, and the United States of America to the west.

Today, even those boundaries are getting fuzzy.

Slowly, but ever so surely, South Boston is being encroached upon. It began 14 years ago, when the neighborhood's opposition to school desegregation thrust South Boston into the national spotlight. It continues today as gentrification seeps in slowly, and developers drool over much of the neighborhood's waterfront.

Once the bastion of stability among Boston's neighborhoods, South Boston is in flux. Its 30,000 residents are getting older and poorer. At the same time, its time-honored parochialism is becoming less resistant to change.

A key factor in all this change is housing.

And with private housing prices in South Boston going through the roof, it is no surprise that the prospect of the Boston Housing Authority allocating some of the 3,000 public housing units in South Boston to outsiders - in this case, minorities - has touched a raw nerve.

Issues of race have always been controversial in South Boston, but many residents say the integration of

SOUTH BOSTON, Page 34

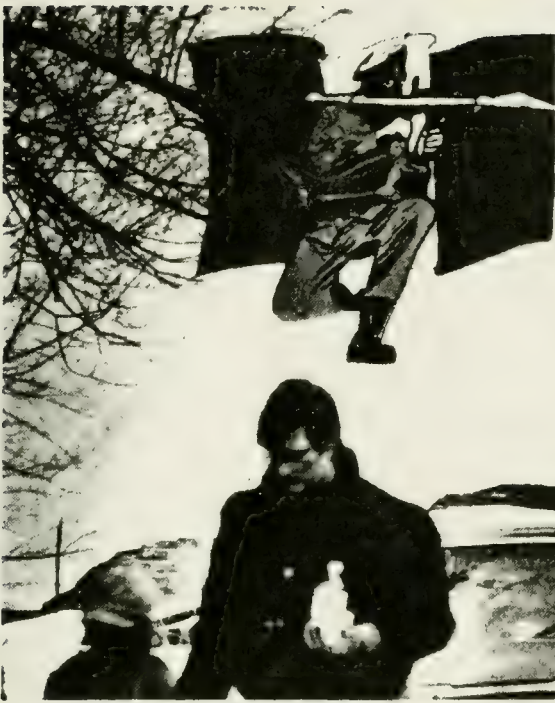
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Slow, unyielding change breaches the walls of South Boston



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An IRA guerrilla is painted on the wall of Conneely's market in South Boston.

Globe staff photos/Janet Knott

bickas. "This is a capitalistic community, and people accept that."

Vierbickas said he is particularly concerned about the proposed development of the waterfront around Fan Pier, because the fish industry could be pushed closer to the residential neighborhood of Southie's Lower End.

Gentrification has produced subtle changes. Just recently, Flanagan's, South Boston's only supermarket, started carrying gourmet mustard and pastas that Back Bay groceries have had for years.

But you won't find trendy ice cream shops, upscale restaurants or droves of yuppies in Southie. It remains mostly a working-class neighborhood where, except for east of L Street, it is hard to walk more than a block without passing a barroom, a place where Bruins games get top billing over the Celtics on the barroom TV set, where Ronald Reagan won handily in a predominantly Democratic neighborhood, and where graffiti in support of the Irish Republican Army is common.

Irishness on its sleeve

That many people in conservative South Boston identify with the IRA — a leftist organization — is just one of the neighborhood's curious contradictions. South Bos-

ton wears its Irishness on its sleeve, its identity represented by more than the fact that six out of every 10 residents is of Irish ancestry. Shamrocks are on everything, from family nameplates on doorways to the potato chip bags in Flanagan's.

South Boston's Perkins Square conjures images of Dublin's north-side. Older women wear kerchiefs on their heads, and pensioners wear their Sunday best to sit on the wall next to the South Boston Savings Bank to chat or watch the traffic go by.

Walking at Castle Island in the morning or on a warm summer's evening is something residents treasure. The old-timers who walk the island every day complain that it was not busing, but the visit of the Tall Ships back in 1976 that most precipitated the changes that are being felt to this day.

John Ciccone, communications director for the South Boston Information Center, agrees.

"Everybody who came to watch the Tall Ships realized how nice it is here, and traffic has been terrible ever since," says Ciccone, whose group was founded in 1974 to oppose busing and continues to advocate conservative ideals. "We have the water, proximity to the city. There isn't terror in our streets."

Ciccone's group has long advocated keeping South Boston property in the hands of Southie's own. But the insularity that once confined discussions of South Boston's real estate market to the local parish bingo game has given way to profit.

The real estate classifieds in one Boston Sunday Globe in February 1980 carried just four listings for South Boston property, including a three-decker selling for \$79,000. This month in a Sunday Globe, there were more than 40 listings, including a three-decker going for \$234,900.

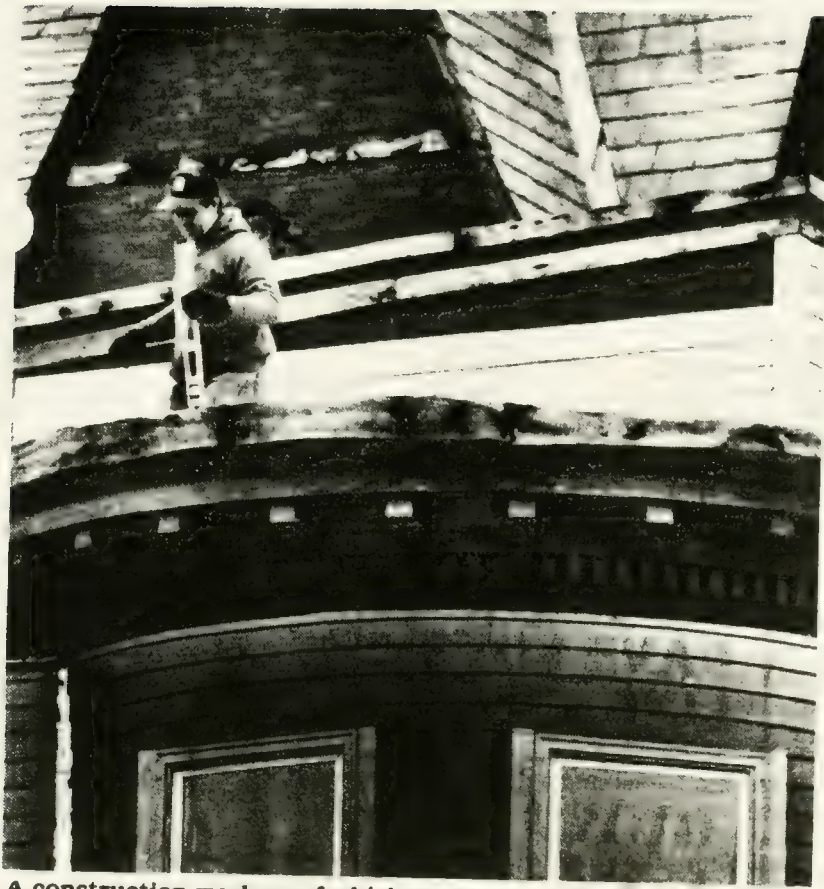
"I would urge South Boston people not to sell their property, but you can't tell them not to," says City Councilor James M. Kelly, a lifelong South Boston resident.

Among city's safest areas

South Boston is among the safest areas of Boston. According to police, the roughly 3,000 felony crimes committed in South Boston over each of the last two years made up less than 5 percent of crime citywide. And street crime, such as muggings and handbag snatches, are uncommon.

"Women have no fear of walking in South Boston," Ciccone says, adding that South Boston youths know that if they mug or even harass a woman, "they will be dealt with by area youths or adults."

the
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A construction worker refurbishes a house in South Boston.

That vigilante streak is what makes South Boston safe and dangerous at the same time. More than a few people have had their tires slashed and their windows broken in neighborhood disputes. Some have moved as a result.

Many outsiders' impressions of the community are shaped by what they have seen in the media. What sticks in many memories, or is recounted at cafeteria tables for relative newcomers to the area, is the defiance that South Boston showed toward court-ordered desegregation of the schools in the mid-1970s. Defiance is something that still runs strong. Southie pins, sold throughout the neighborhood, show a leprechaun putting up his dukes.

Greater tolerance

But as the neighborhood changes, many residents say there is a greater tolerance of diversity. It is wrong, they say, to view South Boston as monolithic.

"There are more blacks in and out of Southie every day than there are in a year in Scituate,"

says Robert Monahan, the executive director of the South Boston Boys and Girls Club. "Our teams compete with black kids. The climate has changed."

Civic leaders like Monahan are concentrating on issues such as controlling drug abuse, which in recent years has become a major problem in South Boston.

Still, race is clearly a factor in South Boston, simply because of its history and its 97 percent white population. But both whites and blacks agree that access is not the issue it once was. In interviews over the last few weeks, blacks seen walking or working in South Boston said they are not harassed.

But few minorities live in South Boston, and the perception that the neighborhood is un hospitable to blacks, particularly after the sun goes down, lingers in many minds.

"I can't get a black cab driver to take me home at night," complained one University Hospital employee who lives on East Broadway. "When I ask them why, they won't explain."

That lingering perception bothers Father McDonnell, who says it is unfair to the vast majority of South Boston residents, who are "good, decent people."

Media blamed for stereotyping

McDonnell and other community leaders blame the media for reinforcing stereotypes. He recently sent a letter to The Pilot, the archdiocese's newspaper, in response to a Pilot editorial that said in part, "Prudent black people have recognized they are unsafe in South Boston."

McDonnell noted that minorities work in South Boston, play sports at Columbus Park, attend South Boston bingo games and enjoy Castle Island, without incident.

While media attention has focused on racial issues in South Boston, McDonnell and others talk about the generosity of a community that rallies to aid fire victims and the local youth hockey teams, or brings meals to shut-ins.

"I think the stereotype of racist South Boston has changed," said McDonnell. "We're almost back to where we were before busing. South Boston is not being credited for a growing openness."

A new openness?

That openness is reflected by the recent birth of a weekly newspaper that is an alternative to the conservative South Boston Tribune.

"There's always been diversity of opinion in South Boston; it's just a better time to express it," says Peggy Mullen, the editor of 02127, which takes its name from South Boston's ZIP code. "I never identified with the media reports, or with the racist element here. Most people I know in South Boston are articulate and intelligent. I resent being characterized by someone spouting out hateful or ignorant comments."

No better example of change is Raymond L. Flynn, the first South Boston native elected mayor, who has evolved from his antibusing stance a decade ago to become known as a healer.

But, according to Mullen and others, Flynn's tenure has sometimes made instituting change even more difficult.

"The progressive leadership of South Boston has been siphoned off by the Flynn administration," says Mullen. Consequently, she says, anyone who advocates a progressive agenda can be unfairly branded an administration lackey by conservatives.

Many agree that the desegregation of the housing projects will be a test of just how much South Boston has changed, or is willing to change.

Meeting Jan. 27 On South Boston Waterfront Zoning

The Boston Redevelopment Authority, working with the Harborpark Advisory Committee, has scheduled a community meeting to solicit the comments of neighborhood residents and property owners regarding the establishment of a proposed Maritime Economy Reserve (MER) zone along certain portions of South Boston's industrial waterfront. This public meeting has been

scheduled for Wednesday, January 27, 1988, at 7:00 p.m. at the Tynan Community School. The Boston Redevelopment Authority invites all interested parties to attend this important meeting. The proposal has been previously presented to the Fort Point Channel Citizen Advisory Committee and has received their support. If you

continued on page 9

Meeting Jan. 27 (Continued from page 1)

have any questions please contact Gary R. Brown.

Maritime Economy Reserve Zone

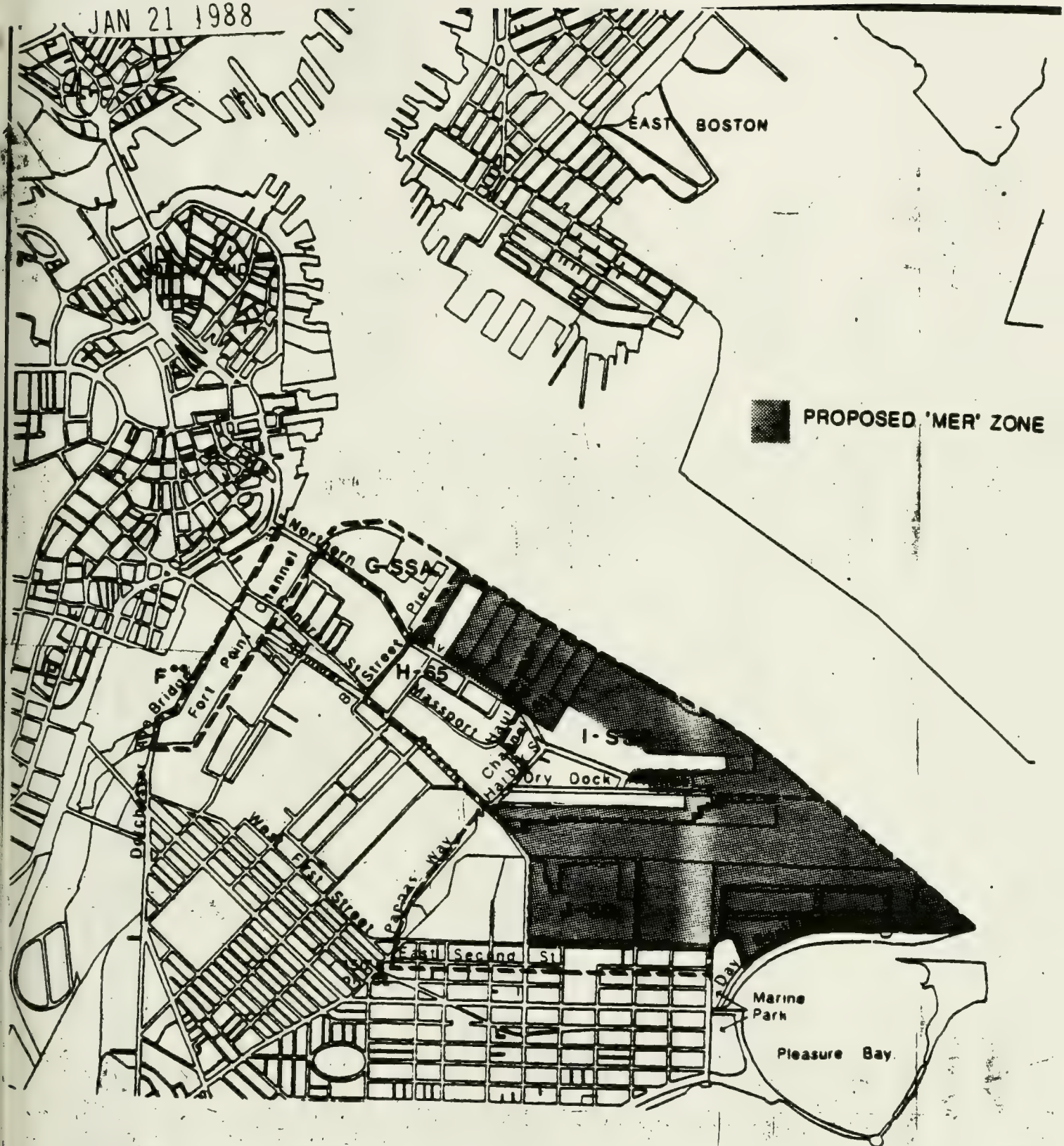
The establishment of this special zoning district would set aside and preserve specific sites along the waterfront that could only be used for maritime-industrial and associated water-dependent uses. The current zoning for maritime dependent uses (W-2 Waterfront Industrial), allows numerous by-rights and conditional uses, which have led to land use conflicts, speculation, and encroachment upon these important maritime industrial areas.

The proposed MER Zone has the following specific objectives: to preserve for maritime-industrial use, and particularly of the ocean borne carriage of goods and passengers, adequate piers, wharves and land necessary for vessels and their support facilities in Boston Harbor;

to maintain, foster, and promote a maritime economy within the City of Boston; to protect against the encroachment of uses that threaten the continued viability of maritime operations in Boston; to designate sites for maritime-dependent industrial uses along the waterfront consistent with applicable State policy and the unique needs of the maritime industry; to promote land development that will protect the public health and general welfare; and to maintain a safe and healthy environment.



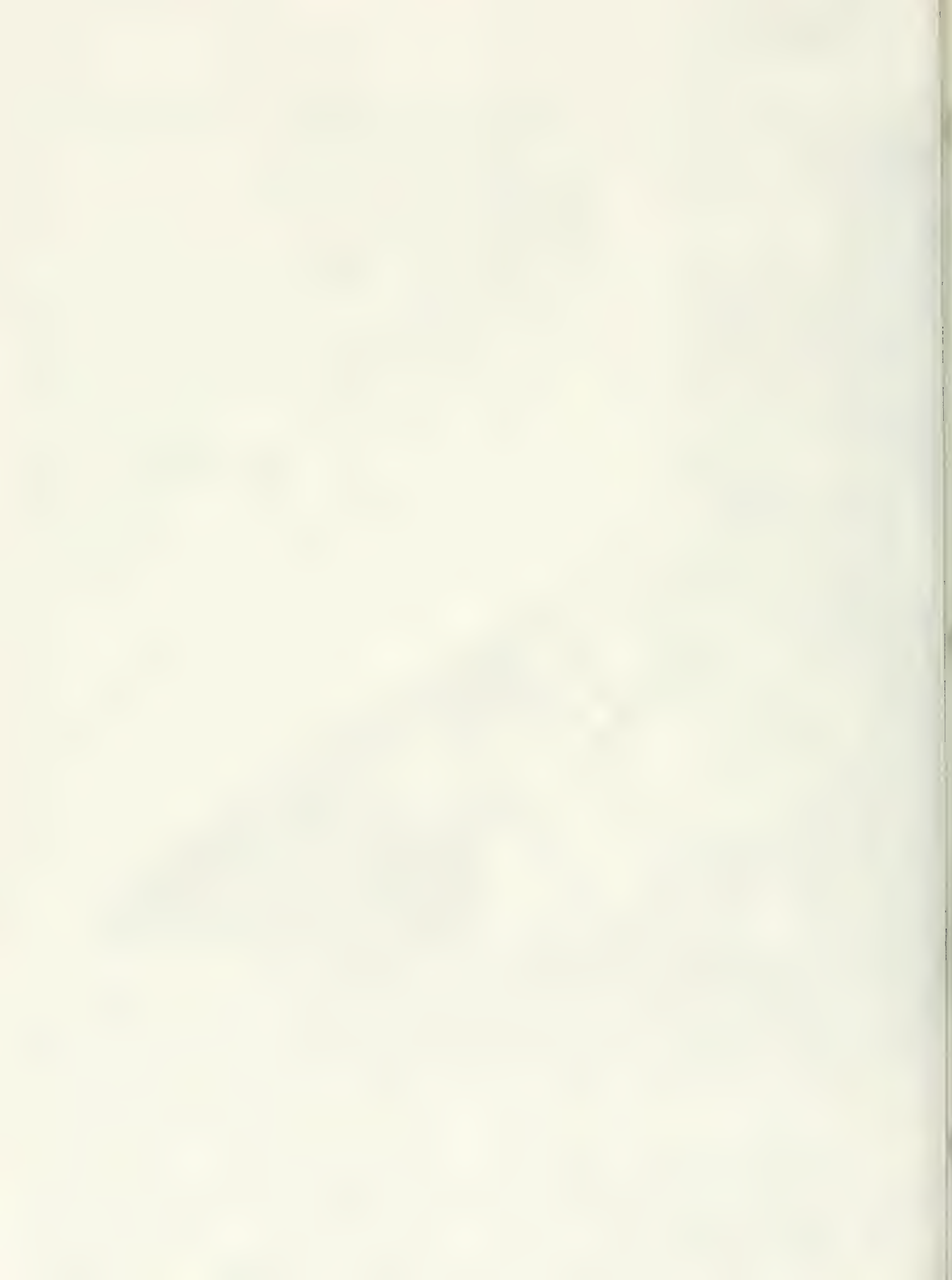
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South Boston Piers : Subdistricts F,G,H,I,J

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THE SWAMPING OF FAN PIER

Southie booms despite waning Pier pressure

by Sue Reinert/Journal Staff

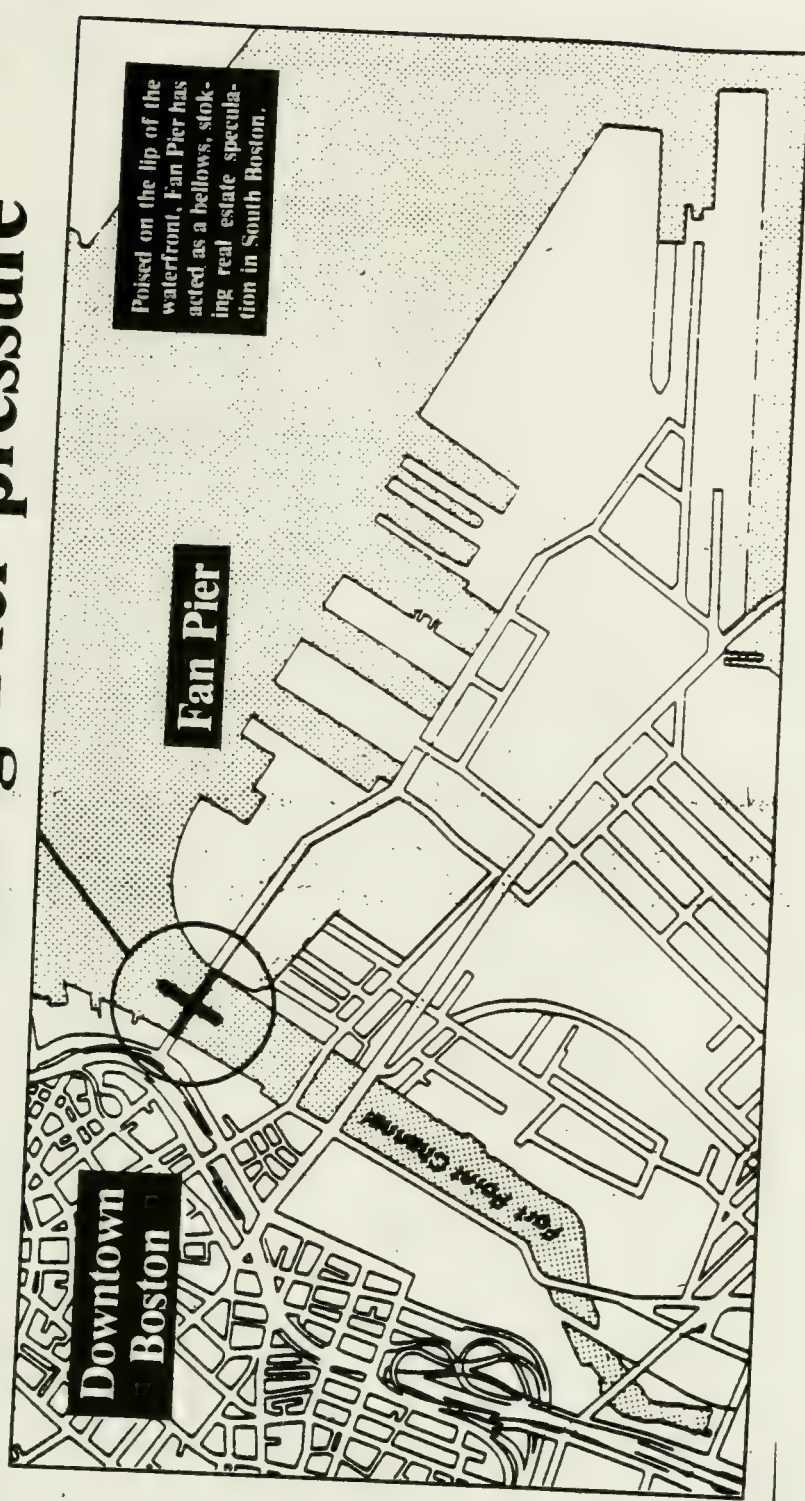
Dead or alive, the Fan Pier project appears to be spawning residential development in the poorest area of South Boston.

A second large condominium project is planned in the western section of the neighborhood, it was learned last week.

Two Brighton developers, James Bletzer and Michael Seidner, intend to build 136 moderately priced condos on two blocks next to the D Street public housing project. The city Board of Appeal is scheduled to consider the developers' request for zoning variances next month.

"Let's face it: Fan Pier is going to be a mile away," said Tom Driscoll, a former official with the White administration and now a South Boston-based consultant representing Bletzer and Seidner. He spoke before news broke of the legal dispute between the Fan Pier developers that could doom the giant project.

But, Driscoll added that the area is close enough to downtown Boston so that commuters can avoid the mammoth construction projects planned for the next 10 to 15 years: the third harbor tunnel and the depression of the Central Artery.





Condo conversion

Last month, it was disclosed that developer Robert Walsh plans to convert an industrial building on West Second Street to condominiums. Walsh also cited the area's proximity to downtown as an attraction.

Condo conversions have been going on for several years in the more upscale eastern section of South Boston—the area known as the Point. But the western section, which contains three large public-housing developments—D Street, Old Colony and Mary Ellen McCormack—hasn't seen changes until recently.

Bletzer said last week he doesn't expect the D Street project to affect his condo development.

Permits, permits everywhere

"You can drive through that section of South Boston and see a building permit sprouting out of every fire hydrant," he said. "And they spent a barrel of money on D Street." (The BHA is rehabilitating the D Street project.)

Besides, said Bletzer, his condos will be priced for the neighborhood: from \$80,000 to \$85,000 for a one-bedroom unit to \$140,000 for two bedrooms.

"We're not crazy," he said. "We're not going to get \$200,000 for those units."

Driscoll pointed out that the western area of South Boston was also attractive because the land there is relatively inexpensive.

No quotas

Because they are developing private projects, neither Walsh nor Bletzer and Seidner will be required to adopt programs to encourage blacks, Hispanics and other minorities to buy condos in their buildings.

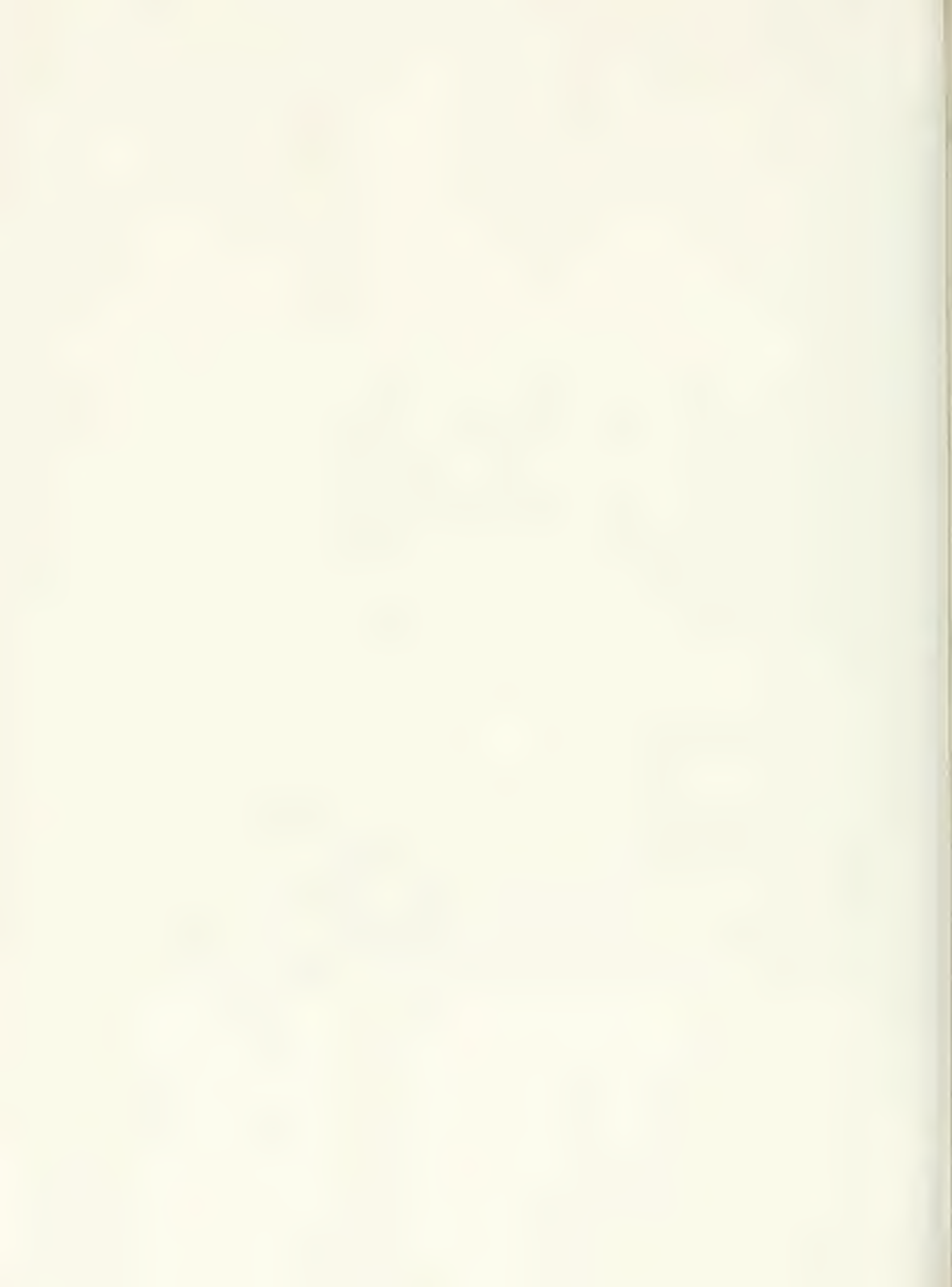
Ironically, the city plans to desegregate D Street and the other two public-housing projects in South Boston, under orders from the US Department of Housing and Urban Development.

But although desegregation isn't an issue for the city in the private projects, affordability is.

Driscoll said city officials are negotiating with Bletzer and Seidner to provide rental units or condos at prices affordable to low- and moderate-income residents.

Driscoll said the developers may hold onto 13 of the units and rent them at below-market rents or provide financing arrangements that would help low- and moderate-income families buy units.

In addition, he said, the developers may purchase city-owned lots in the area and build on them, offering those units at cost. □



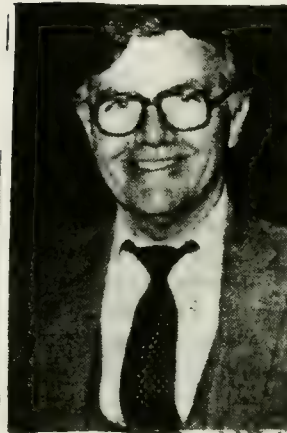


DEC 3 1987

NEW ENGLAND NEWSCLIP AGENCY, INC.

Thomas Sullivan

(Continued From Page 1)



Thomas Sullivan To 1350 Receive Award

John J. McCarthy and Frank Myers, co-chairmen of the Cushing-Gavin Awards, announce that Thomas Sullivan, Executive Director of the Greater Boston Plumbing, Heating & Cooling Contractors Association, will be a recipient of the most prestigious labor-management award in eastern Massachusetts. Spon-

sored by The Labor Guild, the Cushing-Gavin awards will be presented this year by Cardinal Bernard Law before a gathering of more than 1,000 people on December 4th at the Boston Park Plaza.

Tom has been chairman
continued on page 4

of the Rent Control Board, Boston 1970-1973, Assistant Director, United South End Settlements, 1968-1970, Lecturer, Harvard Graduate School of Education, Administrative Careers Program, Cambridge, 1966-1968, Director Citizens Advisory Committee on Redevelopment, Boston Redevelopment Authority, 1964-1966, Councilor-at-large, Boston City Council, 1961-1963, Teacher at Randolph Jr. High and Everett High School. Executive Director of Mass. Chapter of Americans For Democratic Action, 1954-1956.

Graduate of Boston University, B.S. in Education, 1954, graduated from South Boston High School, 1941- U.S. Army 1943-1946. Born in South Boston - 7th son of Edmund and Anne (Irwin) - 9 children, 7 boys and 2 girls. The father of 3 sons, Thomas Jr., John and Gene - 4 grandchildren.



DEC 6 1987

NEW ENGLAND NEWSCLIP AGENCY, INC.

ASK THE GLOBE

Q. Who is (or was) Bobby Vernon?
The name is etched in the sidewalk in front of Mann's Chinese Theater in Hollywood.

B.V., Danvers
A. Ephraim Katz's *Film Encyclopedia* describes Bobby Vernon as a popular star of comedy shorts in the silent film era. Born Silvion de Jardins in Chicago in 1897, he took his professional name from his mother, veteran actress Dorothy Vernon. Vernon was 11 years old when he made his stage debut and 16 when he made his first movie. In 1915 he joined Mack Sennett's company and played opposite Gloria Swanson in a series of romantic comedies. He left Sennett in 1917 and made several additional films for Al Christie. After his acting career ended in the late 1920s with the switch to sound, he became associated with Paramount Pictures in a supervisory capacity. Vernon was 42 when he died in 1939 of a heart attack.

Q. Do you have any information on the "electric express" operated by the Bay State Street Railway back in 1911 or thereabouts?

A.L., Mansfield
A. "Electric express," according to George Sanborn, librarian for the Massachusetts Bay Transportation Authority, was a term applied to the freight service

operated not only by the Bay State Street Railway, but by other trolley companies serving the area. Sanborn says the Bay State offered service between Boston and Nashua, New Hampshire, to the north and Newport, Rhode Island, to the south, helping to support the commonwealth's claim that it had more trolley-track mileage per capita than any other state. Sanborn says small packages could be placed on a streetcar in Boston and delivered overnight to a number of far-flung locales. After the Bay State Street Railway declared bankruptcy in 1919, reorganization led to the formation of the Eastern Massachusetts Street Railway Co. As better roads were built and trucks began to offer competition, Eastern Massachusetts, Boston Elevated, and the Boston & Worcester Street Railway stopped hauling packages and concentrated on passengers. Most freight service had been discontinued by the late 1920s.

Q. How many Charlie Chan movies were made, and how many actors played the role?

P.M., Quincy
A. Warner Oland, Sidney Toler, and Ronald Winters portrayed Chan in a total of 43 feature-length movies made between 1931 and 1949. However, Leslie Halliwell's *Halliwell's Film Guide* notes

A. Citing the city's penchant for filling in bays, coves, and inlets, a Boston Redevelopment Authority profile of South Boston in the late 1970s notes that that section of the Hub originally covered only 783 acres, but that filled-in lands had added "three and four times that amount." The profile records some of the projects that enlarged the neighborhood, adding by way of explanation that it was "the steadily increasing demand for South Boston land for housing and industrial use that prompted landfills." The profile includes Pelham's Map, which delineates the city's boundaries as they were in 1775 and indicates those areas that had been filled in over the ensuing 200 years or so. The report says one project, begun in 1836, added 714 acres of land to South Boston's area. Located to the northeast of the original neighborhood, the area comprises most of South Boston's waterfront and adjacent commercial districts. Expansion to the east and southeast included the acquisition in 1883 of 57-acre Marine Park and the construction of a bridge (now a causeway) to Castle Island in 1891. South of the old neighborhood is the Old Harbor area, with City Point Beach, L Street Beach, and Carson Beach. •

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Q. Much has been written about Boston's Back Bay — its history and development and, of course, the landfill. But little has been written about South Boston Bay. Why and when was it filled in?

F.P., Beverly Farms

DEC 7 1987

NEW ENGLAND NEWSCLIP AGENCY, INC.

Southie condo plan goes to zoning board

Pioneering effort aims at middle- income housing

by Sue Rehnert/Journal Staff

An unprecedented venture to build market-rate condominiums in South Boston's unfashionable industrial district comes before city zoning officials this week.

Developer Robert Walsh will ask the city's Board of Appeals for variances to convert a vacant, five-story factory on West Second Street into 52 condominiums, with commercial space on the ground floor.

A number of industrial buildings in South Boston have been converted to offices, but none—except for one development in a more desirable area near Fort Point Channel—have been turned into housing.

Walsh, who started a development firm after he left his job as Boston Redevelopment Authority (BRA) director more than 10 years ago, said his company "has been a pioneer before." He developed a commercial project in Fields Corner and a housing project in the former Latin Academy near Codman Square.

Walsh said the South Boston project will succeed because the area's accessibility to downtown Boston is making it more attractive. The third harbor tunnel project and the depression of the Central Artery—projects that threaten to tie up approaches to Boston for years—"have rekindled interest in South Boston as a residential market," Walsh said.

Three of the 52 proposed condos will sell for below-market prices, said Walsh. The remaining 49 will carry an average price of \$121,000, he said. The price is within guidelines of the Massachusetts Housing Finance Agency (MHFA), which grants low-interest mortgages to middle-income buyers, Walsh said.

As a further concession to neighborhood residents and city officials, who wanted more affordable housing in the project, Walsh and his two partners, developers Barry Hoffman and Barnett Berliner, will lend up to \$100,000 as second mort-

gages to buyers who need help making down payments.

Walsh said the loan fund plus the cut-rate units would result in an equivalent of 11 to 13 "affordable" condos, more than 21 percent of the total. The BRA has been asking developers to include in their housing projects at least 10 percent of affordable units.

City Councilor James Kelly, who represents South Boston and the South End, said neighborhood residents were satisfied with Walsh's plans but do not want to see industrial-to-residential conversions become a trend. "This particular project was unique," said Kelly.

The councilor added that residents are also willing to forgo any stipulation giving South Boston residents preference in buying the units. Most neighborhood residents do not want to live in large apartment buildings, he said.

Bringing in outsiders "will alleviate the pressure on South Boston housing," he said.

But Kelly said he would oppose any marketing program for the project that targets blacks, Hispanics and other minorities. South Boston is overwhelmingly white.

City officials did not know whether such a marketing program would be required.

The city's fair housing plan mandates "affirmative-marketing programs" for any private development of more than five units that needs "exceptions to zoning requirements from the Boston Zoning Commission."

But the fair housing plan's wording is vague. The zoning commission does not grant zoning "exceptions."

City officials in charge of the fair housing program could not say whether Walsh's project is covered by the fair housing plan. It appeared that the question of affirmative marketing in private developments has not come up before.

But in a similar, albeit unrelated, matter, Neil Sullivan, the mayor's policy adviser, said the city once tried to require developers seeking zoning variances to adhere to the mayor's Boston Jobs policy, which mandates that half a project's jobs go to city residents, but was told by city attorneys that the requirement would be illegal. □

Community Input Shapes Master Plan For Economic Development Of 1350 Newmarket/SouthBay

"The future of a bold plan to create 1,000 new blue-collar jobs and solidify the city's most important industrial district, hinges on a \$40 million appropriation for the Newmarket/South Bay area of Boston, now before a House-Senate conference committee," Marilyn Swartz Lloyd, Director of the City's economic Development agency, said today.

The \$40 million will be used to implement an economic development master plan being shaped by a broad-based group of neighborhood and business advocates working with the Economic Development and

Industrial Corporation (EDIC). Key goals developed over the summer by the Newmarket Roundtable planning group include: creating quality jobs, solidifying the area's viability and image as a modern light manufacturing district, and enhancing adjacent neighborhoods.

The Roundtable includes such organizations as the Orchard Park Tenants Association, Newmarket Business Association, South Boston Citizens Association, and the Minority Business Association. The Mayor's Office of Neighborhood Services and

continued on page 20

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Community cont. from page 1

City Departments of Public Facilities, Traffic and Parking, Inspectional Services and Public Works, as well as the Boston Redevelopment Authority, also participate in order to coordinate city services in the area.

Allocation of the \$40 million will be outlined in a master plan being developed by Stull and Lee, consultants for the City's Economic Development and Industrial Corporation (EDIC), in conjunction with the

Roundtable.

Major costs will include redesign and repair of roadways, sidewalks, and utilities; creation of parks, open space and "buffer zones" of residential areas; and financial assistance to growing companies. Pending approval of an interim economic development plan, EDIC, will use a significant portion of the funds to acquire a 25-acre parcel

owned by Sears and to develop an industrial park for light manufacturing employers there.

Creating a printing center on the Sears site is one option EDIC will consider; a recent survey conducted by the agency revealed that more than half of the printing companies operating in the South Boston/Fort Point Channel area will have to relocate within five years due to rising land costs, loss of leases, and the need to expand. These companies employ a cumulative total of more than 1,200 workers.

A public hearing on the final master plan will be held after the first of the year, followed by consideration by the EDIC Board of Directors, Mayor Flynn, the city council and the state administration and legislature.

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SEP 4 1987

NEW ENGLAND NEWSCLIP AGENCY, INC.

1350 **City sells developers Southie land**

A CITY agency voted yesterday to sell city-owned land in South Boston to a development company co-owned by former Boston Redevelopment Authority director Robert Kenney and Joseph Flaherty, brother of state Rep. Michael Flaherty.

The Public Facilities Department sold 8,925 square feet of land on Bolton Street for \$8,000 to the Bolton Street Realty Trust. The trust already owns about 20,000 square feet of

land on Bolton Street and West Second Street, which runs parallel to Bolton.

The trust will begin building 20 apartment units later this month, according to department spokesman David Williams. The agreement with the city calls for seven of the units to be priced below market: no more than \$86,000 each for four two-bedroom apartments and no more than \$68,000 each for three one-bedrooms.

The units will be part of the Home Ownership Opportunity Program, a state administered program that provides 5 percent mortgages. The other 13 units will be sold at market rates.

"They are getting a very good deal on the land, therefore they will be able to provide some units at below market prices," said Williams.

Kenney and Flaherty could not be reached for comment.

SOUTH BOSTON TRIBUNE
BOSTON, MA

W. 3,500

SEP 3

1987

NEW ENGLAND NEWSCLIP AGENCY, INC.

Fort Point Channel Civic Advisory Committee Is Expanded

In late June, Mayor Raymond L. Flynn expanded the Fort Point Civic Advisory Committee (C.A.C.), formerly the Fan Pier/Pier IV C.A.C., to incorporate a larger number of South Boston residents while expanding the level of community control over future development in South Boston.

Relative to future development plans in Fort Point Channel area, Mayor Flynn stated to Committee members, "It is my belief that the continued planning for Fort Point Channel and the City overall must be balanced, equitable and

continued on page 4

Fort Point

continued from page 1

9

sensitive to neighborhood concerns."

Since January of 1985, the primary responsibilities of the Committee have been related to the development plans associated with the Fan Pier/Pier IV proposed development projects. The major emphasis of the Committee's work has been to focus public benefits such as jobs, affordable housing and linkage payments in a manner which would ensure that

South Boston
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NEW ENGLAND NEWSCLIP AGENCY, INC.

MARINE GUIDEL EDITORIAL

The Mayor's Maze

South Boston Truckers' Nightmare

It was a clear sunny morning and a strawberry blond was comfortably leaning against a telephone pole on the corner of Cypner and C streets where the old railway tracks cut across the street like speed bumps. It could have been Malibu beach but the blond was sitting there with a clock counting. She was counting vehicles but mostly she was counting trucks. She was counting because trucks are a big issue in South Boston and an issue that won't rumble away.

To a trucker driving in South Boston is like being a rat in a maze. Each way you turn there is another bridge with a weight restriction or a one-way street or construction project. And if a trucker cheats there is the Registry, the State Police and even Metropolitan police to rap his knuckles. South Boston became the trucking heart of Boston by default. When the trains stopped running to the piers after the World War II, the trucks took over. Many of the firms already had warehouses and terminals in South Boston and trucking was a natural. Trucks and ships provided alot of employment for the citizens of South Boston but it had a cost. Its an unpleasant fact of life that a truck moving from Conley terminal or any of the hundreds of warehouse dependent businesses in South Boston have to pass through a residential neighborhood. It is also a fact of life that Southie is the hometown of Boston Mayor Ray Flynn, President of the State Senate William Bulger and Representative Michael Flaherty, not mention the Fire and Police Commissioners, assorted school committee officials and a host of other politicoes. It is not the sort of neighborhood where a trucking company wants to rattle the china.

The main truck route through South Boston has been over the West Second Street Bridge into Broadway at the junction near A street. However, the only sure way in for a loaded vehicle is Congress street. On any other route the trucks might be considered overweight. The only other means of leaving South Boston would be to go out Dorchester Avenue to Massachusetts Avenue and pickup the Expressway down near Albany Street. But even this route has its own nasty twist. With the construction at Andrew Square there is often a Registry officer who won't allow the trucks to take a right at Dunkin Donuts to go over the Southhampton Street Bridge. The turn is very tight for a rig and if the truck misses the turn the first time with somebody tailgating (and when isn't somebody tailgating) it guarantees a twenty car jam at any time from 3:00 to 7:00 pm.

Getting out of South Boston for a truck driver from the Midwest or Canada is a special kind of torture that is usually reserved for a Stephen King novel. With the West Second street bridge closed for repairs trucks are being funneled into B street to Broadway which is restricted to 2 1/2 tons. Great for milk trucks but not much help for containers. Recently, the John D. Flaherty Sr. Park was dedicated just beyond the 2 1/2 tons sign. The park, a tribute to Representative Michael Flaherty's father and near the family home. Young kids and mothers use the park and old folks like to sit on the sidewalks in lawn chairs talking about how things have changed. That's not easy to do with a sixteen wheeler rumbling by.

But the closing of the Second Street Bridge has forced the drivers to simply ignore the sign and continue onto Broadway or to take the most circuitous route devised by city planning. If nothing else, truck drivers are noted for being direct and trucks including the US Mail trucks roll on past Flaherty Park to Broadway Street.

The new "alternative truck route" goes from West First Street northerly along C Street to Fargo Street to B street onto Congress to A street. It follows A street to Dorchester Avenue to Andrew Square and Dunkin Donuts no turn. The "alternative truck route" which is designed to avoid one city block adds around 1 1/2 miles to the truck route and places the trucks in the middle of the construction on A street.

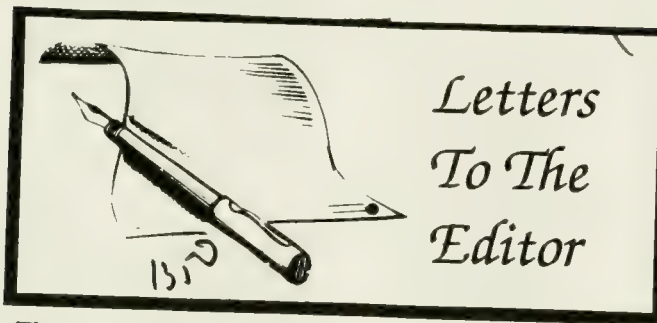
Another truck route runs along Congress and makes a right turn on Atlantic avenue. This ordeal takes the driver past 470 Atlantic Avenue (Captain John Foster Williams Building) and the Northern Avenue Bridge. The Northern Avenue bridge is undergoing yet another of its many repairs and this hysterical span is now reduced to one lane. Northern Avenue and Sleeper Street spill six lanes of traffic onto the Northern Avenue Bridge. This ties up Northern Avenue, Atlantic Avenue, Sleeper Street, Congress Street and the Congress Street Bridge into one gigantic 10 block traffic knot. Should a truck driver successfully navigate passed this corner, he is immediately squeezed into one lane because of the construction at Rowe's Wharf.

The routes are further complicated by the fact that cars are frequently doubled parked and booted and rendered immobile by the efficiency of the Boston Police Department, trailer trucks are working cargo out into the street often cutting down the road to one lane and over the road "gypsy" truckers park for days at a time awaiting cargo out of Boston. An easy alternative to the alternative trucking route would be to make C street two way or to allow trucks to continue up B street to Broadway.

The solution would be short-term and not palatable to residents. But a real solution is necessary. If the loss of one little bridge has created the current trucking nightmare, what will happen when the Fan Pier and Third Harbor Tunnel and Depressed Central Artery projects begin?

AUG 27 1987

NEW ENGLAND NEWSCLIP AGENCY, INC.



Letters To The Editor

(This letter was forwarded to James Flaherty of the Boston Redevelopment Authority)

To members of the Fort Point Channel CAC:

The proposed Marine Economy Reserve Zones represent a rare opportunity to determine the future of our living environment, and what we decide as a committee may greatly affect the quality of life for Boston residents well into the next century. While the designated zones will rightfully exclude non-marine related land uses, in order to have any meaning whatsoever, the zones must include as much of the relevant waterfront parcels as possible.

In particular, the South Boston waterfront, if loosely zoned, would not doubt be turned into a row of office towers, hotels, shopping boutiques, and waterfront condominiums. As appointed representatives for the South Boston residential neighborhood, we have a responsibility not only to protect the legitimate water-dependent uses along and behind the piers, but also to ensure that waterfront businesses are not displaced to areas closer to the neighborhood. Those of us who live in South Boston see the results of waterfront displacement every day. The traffic, sights, sounds and smells of fish

processing and cargo transport are becoming a dangerous and annoying public nuisance.

With these thoughts in mind, I submit that the division of land uses allowed in the MERZ proposal accomplishes a lot of our goals, but the force of the proposal is severely weakened by failure to include all of the Boston Marine Industrial Park in the zone. The present scheme includes only a fraction of the parcel, leaving a vast land area which could be developed in ways which would be detrimental to both the surrounding waterfront businesses and the South Boston neighborhood. The present arrangement has been characterized as necessary to ensure passage of the MERZ plan. However, without inclusion of this key land mass, the MERZ proposal accomplishes very little.

Although it is possible to include other parcels into the MER Zone later, the uses being proposed by EDIC make it clear that we must act forcefully and soon to change the momentum away from proposed uses which are profitable in the short term but harmful to all of South Boston in the long term. For this reason, I propose that we insist on inclusion of the entire BMIP property in the MER Zone.

Respectfully submitted,
Daniel Yotts



would benefit Boston residents in general and South Boston residents in particular.

Another major focus of the Committee has been the development of transportation plans and controls which would protect South Boston's residential areas. Throughout the past thirty months, over 90 public committee meetings have been held where concerns of neighborhood residents were reviewed by the C.A.C. and incorporated into future development plans. Additionally, several large community meetings have been held in South Boston to review these issues and the C.A.C. will continue to pursue this direct community input as the proposed development process progresses.

The expansion of the C.A.C. has increased the level of South Boston representation on the Committee. The original Committee membership included representatives of South Boston's leading civic associations including the South Boston's Citizen's Association, the South Boston Residents Group, Saint Vincent's Neighborhood Association, Representative Flaherty's Office and the South Boston Community Development Corporation. New members to the Committee include Steve Lynch, a local resident representing labor, John Alekna, representing the South Boston Board of Trade, Ken Sinkiewicz, Director of the South Boston Community Health Center as well as representatives from the West Broadway Task Force, Fort Point Community Association and the Harbor Park Committee.

Larry Dwyer, the group's chairman, stated, "It is extremely important to the residents of South Boston and to existing local businesses that decisions regarding appropriate development in the

be primarily guided by the community as a whole." He continued, "No one type of development is appropriate for this entire area. The continued diversity of Fort Point Channel is critical. We must take steps to ensure that transportation systems are developed which protect our residential areas, that the waterfront continue to accommodate fishing and other marine related activities and that there is also room for development which

incorporates the needs of the growing economy of our City."

The Committee will be working over the upcoming months with the Boston Redevelopment Authority, Massport, E.D.I.C. and other appropriate City and State agencies to develop a set of planning guidelines which will ensure that the diverse concerns of the South Boston community are taken seriously.

And thanks for your support and encouragement.



Editorial

TV BOSTON, CHANNEL 5

Editorial Department

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Moving Ahead with the Boston School Budget

S. James Coppersmith, Vice President/General Manager, WCVB-TV

May 6: 6:57 AM; 12:28 PM; 6:55 PM; 3:40 AM

May 10: 11:28 AM

Reference No

56-87

Boston's proposed school budget is a joke, and Superintendent Laval Wilson should have said so. He's required to submit preliminary figures by the second Wednesday in April, and that he did. But his blockbuster \$335 million request made no attempt to cut fat. Nor did it add any new money for the Boston Education Plan, his blueprint for reform. In meeting the preliminary deadline, the Superintendent may have met the letter of the law, but the budget was a public relations fiasco. What's important now is where Dr. Wilson goes in making improvements.

Mayor Flynn has allowed the schools an increase which is 30 percent higher than that allowed other city departments. Even with that more generous allotment, Dr. Wilson still has to cut \$15 million. And if he wants to implement his educational initiatives, he'll have to shift other funds around. All in all, it will be one tough job.

Dr. Wilson must set forth his educational priorities and the budget to meet those needs. What must he have for early childhood and adolescent programs, for math and reading, for science and vocational education? He cannot deal with new initiatives on a piecemeal basis.

Time is running out. We need a lean and forward-looking budget. The children of Boston can wait no longer.

MAY 21 1987

NEW ENGLAND JOURNAL

Controversy Arises Following Neighborhood Council - BRA Meeting

(continued from page 9)
ment of Navy Yard residents, Tobin stated that "they will be brought in — they have to be brought in, they live there. They should be involved in the decisions and in discussing the trade-offs."

Tobin stated that the committee will develop an agenda with issues and BRA staff to answer questions. He said that he "feels strongly that the Council should get control of the project so we can get some results and so that people don't get discouraged by misinformation and long, drawn-out meetings that don't appear to accomplish anything." He stated that it is important that the Council "maintain credibility and seek creative solutions" and that he wants the Council to "come up with some

answers based on community consensus."

Several members of the Council disagreed with the decision to hold any private meetings of the Council or its committees.

Ken Stone felt that it was important that the press be allowed to attend every meeting. He said that it is "difficult to have every meeting public — sometimes space is limited and it often becomes difficult to stick to issues." "But," he said, "if the press is at the meetings, we can be sure of an accurate account on the subject being reported back to the community — not just the ideas of persons in attendance. It's like saying 'there's no secrets here, everything is open.'"

Stone said, "The press would be neutral and there is no good reason for the press not to be there."

Council member Kay Whelan stated that she felt

that the press and the public, especially the Navy Yard residents, should be invited to every meeting. She said that when the Council was first named, "the Mayor said that we were there for the people of Charlestown and thus I feel that the meetings should be open."

Kathryn Downing echoed those sentiments. She said, "I don't know the advantage of closed meetings — the information should flow openly and the general idea is getting the information out."

Downing did state that there are advantages to having smaller working groups to proceed through preliminary matters and establish a process for open meetings. But, she said, their goal should be to get information out to the public as soon as possible. She said,

"I would like to hear what my neighbors think about

the Navy Yard development and would appreciate, as a Council member, hearing my neighbors' informed comments." Downing said that she was not attached to any particular format for a meeting — she just wanted to get the information out into the community.

As it stands now, the next two committee meetings will remain as open to Council members only, with a decision as to when the public will be invited to attend coming forth from each committee as a procedure for residential input is established.

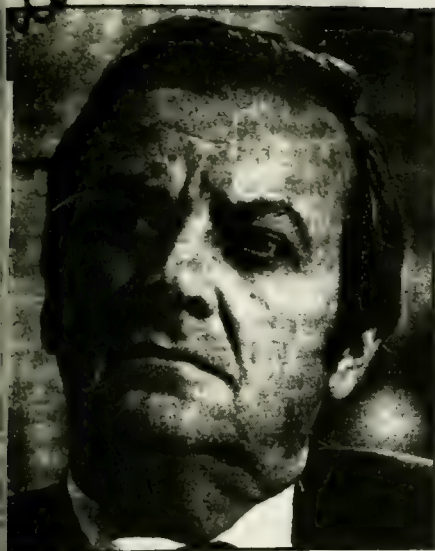


photo by John Nordell

ep. Mike Flaherty, who has purchased city-owned lots from both the Flynn and White administrations and received city funds to develop the properties, said, "I've done this thing for years, and it didn't bother anyone until now."

Flahertys bought from King Kevin, too

by Tom Sheehan / Special to the Journal
South Boston state Rep. Michael Flaherty and two of his relatives—all of whom were recently chosen by the Flynn administration to develop city-owned land in Southie—had each obtained vacant city lots there from the administration of former Mayor Kevin H. White.

Flaherty, his brother John and distant relative Joseph Santa Fe bought vacant Southie lots at city-run auctions between 1979 and 1982. In addition, John Flaherty had bought other land at a city auction in 1967, when John Collins was still mayor. All of the property in question had been

Southie, page 22

/ Boston Business Journal / May 4, 1987

Southie

(continued from page 22)

For the moment at least, Flaherty's account of the auction must stand on its own. Records on file at the city's Real Property Department, which conducted the auction, indicate that it was held on Oct. 10, 1979, and that only one person, a South Boston resident, indicated interest in the property beforehand by making a deposit on it. The records mention no other bidders at the actual auction, but that is not to say there weren't any; Real Property files apparently never list the losing bidders at auctions, or even whether there were any.

Fifteen years to acquire

As for John Flaherty, Real Property records indicate that he paid \$500 for a 4665-square-foot parcel on Bolton Street, not far from his home, on Sept. 7, 1967, during John Collins' last year as mayor. Fourteen years later, at an auction on Sept. 23, 1981, he paid \$400 for another Bolton Street property measuring 933 square feet; the next Feb. 2, he paid \$2000 for 5715 square feet along nearby West Second Street. In all, then, he bought 11,300 square feet of land at city auctions over 15 years, for which he paid a total of \$2900.

When John Flaherty was chosen to develop an 8935-square-foot parcel on

Bolton Street last year, PFD said one of the factors it considered was his intention to develop some 20,971 square feet of his own land as well. It now appears that John Flaherty had obtained 11,300 square feet of that additional land—or some 54 percent of the total—from the city itself.

The Boston Business Journal was unable to contact John Flaherty last week, and his brother Michael declined to assist us in contacting him. "He has as much right as anyone to buy land," said Michael Flaherty of his brother. Of his own selection to develop a PFD parcel, Michael Flaherty said, "I didn't hide behind anyone. I was upfront about it."

"I thought about it in my own mind," he said. "Is there a conflict? Am I doing anything wrong with it? And I said no."

Flaherty disputed any suggestion that the Flynn administration might have selected him and his relatives for the PFD lots in order to bolster the mayor's popularity in his Southie base in time for the coming election. "You assumed that Flynn and I were not friends," said Flaherty. "I have the same relationship with Ray Flynn that I've had for years. The suggestion comes from somebody else that he's got to mend fences with me."

Flaherty noted the mayor's high popularity ratings citywide, and then added, "He doesn't need to appease anyone right now, least of all Mike Flaherty."

Journal staff member Regina Fazio assisted in the preparation of this story.

Southie

(continued from page 1)

seized by the city from its previous owners for non-payment of taxes.

While Joseph Santa Fe promptly developed his land, building 12 condominiums at 265 C St., Michael and John Flaherty have allowed their land from the city to remain dormant to date.

Ironically, in choosing the Flaherty brothers to develop housing on other sites in South Boston (see *BBJ*, March 23), officials of the city's Public Facilities Department (PFD) cited as one reason for their choice the Flaherty brothers' apparent willingness to simultaneously develop the land they already owned, thus cutting costs and producing more housing. But the officials were apparently unaware at the time of how the Flahertys obtained much of that land.

David Williams, a PFD spokesman, admitted as much last week, but said that the discovery was "immaterial."

"It might be an interesting wrinkle that they obtained those properties from Real Property," he said, referring to the city department that auctions off land seized for unpaid taxes. "But the bottom line as far as we're concerned is we want to go

ahead with badly needed affordable housing in South Boston."

"If there are any questions on how they obtained those other lots, who they obtained them from and why they didn't do anything with them, I think you should ask the owners about that," said Williams. "Our interest in those parcels is that they be developed at the same time in order to reduce costs on the parcels we awarded."

As first reported March 23, PFD has designated real estate concerns headed by Rep. Michael Flaherty and two of his relatives to develop housing on three parcels in Southie's reviving Lower End, not far from the all-but-approved Fan Piers project. Michael Flaherty won 24,000 square feet of land along Bolton and West Second streets, which the city hopes will yield about 35 two-bedroom condos, each costing under \$80,000. His brother John won 8900 square feet along Bolton Street; combined with land he already owns there, it should yield about 20 condos, of which seven will sell for less than \$80,000. Both Flaherty brothers have signed highly-regarded Kenney Development headed by former BRA boss Robert Kenney, onto their development team.

And Joseph Santa Fe won 2000 square feet on West Third; combined with 1800 square feet of his own there, that land is supposed to yield four town houses. (San-

FOLLOW ON THE NEWS

*Southie freeze***Restriction
OK'd**

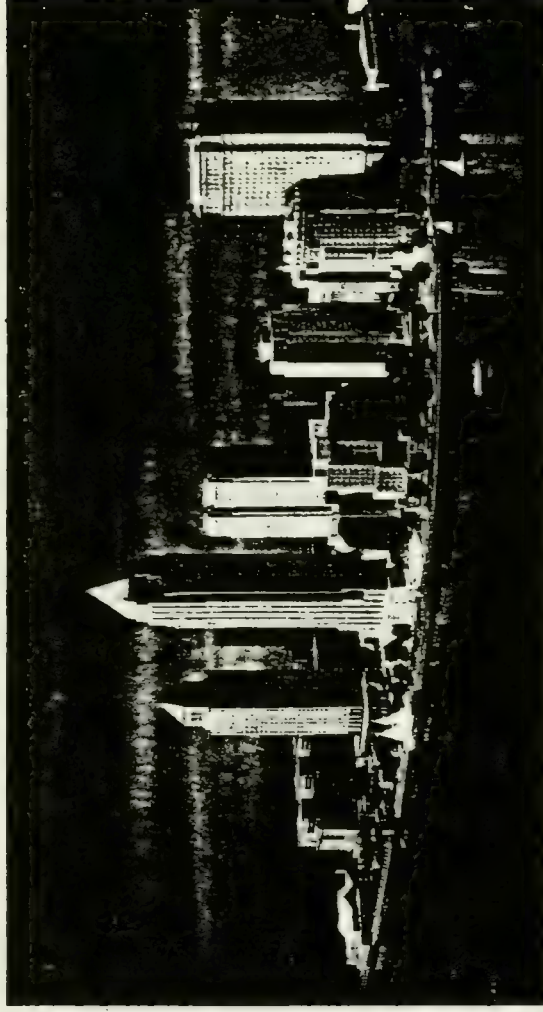
The Boston Redevelopment Authority (BRA) has recommended expanding the city's restricted parking zone to include virtually all of South Boston.

The move is part of a plan disclosed last month by BRA director Stephen Coyle to control additional parking in South Boston areas affected by the Fan Piers project (see *BBJ*, March 30).

The current restricted parking area stops a few blocks from Fort Point Channel. The proposed new zone extends to Castle Island.

Community groups in South Boston have opposed requests for new parking facilities, saying they will bring more traffic into already-overburdened residential neighborhoods. However, much of the zoning in the industrial area of South Boston permits accessory parking. If the restricted parking proposal is accepted by the city's Zoning Commission, all new parking in the area would require a special permit.

—Sue Reinert



Parking freeze would affect areas next to Fan Piers project (above).

ta Fe, incidentally, is a cousin of BRA board member James Flaherty, who in turn is a cousin to the Flaherty brothers.)

For PFD, the notion that John Flaherty and Joseph Santa Fe would also build on their adjacent land was a key element in their selection. And PFD records reveal that the department held out similar hopes for Michael Flaherty. "Flaherty also owns approximately another 20,000 square feet on O and P streets [the Real Property land] which could produce another 25 units," then-PFD official Peter Scarpignato wrote in early 1986, just before the selection. "Their intention is to develop these sites with [John Flaherty's PFD award] in one construction contract."

No plans at present

Only one problem with this scenario: it's just not so, says Michael Flaherty. In a phone interview last week, the state representative said he had no intention at present to build on both of his properties at the same time. Said Flaherty of the land he bought from the city in 1979, "That property could easily be three houses for my children. I don't know what's going to happen to that. I have no present plans to develop that at the same time [as the PFD award]."

Flaherty said he only bought that land—some 20,300 square feet on East

Third Street, not far from his City Point home—when he stumbled upon a city auction there one stormy day in late 1979 and realized an "outside speculator" was about to scoop it up.

"He was this guy wearing a big black beautiful overcoat, standing along with a little fellow who looked just like Tattoo on 'Fantasy Island,'" said Flaherty. "Both of them were standing under the same umbrella."

Someone from Southie put in a bid, recalled Flaherty. "This guy immediately doubled the bid," he continued. "Finally, I put in a bid. We went back and forth five or six times. My only concern was that a Southie guy win." He proved to be the Southie guy who won, with a bid of \$5800.

"I've had the thing for years, and it didn't bother anyone till now," said Flaherty. "Anyone from outside the town can do damn well what they please, and it's no story, no cause celebre."

Flaherty said, "a Czechoslovakian engineer" showed up at his doorstep recently looking to buy the land.

"It's ok for a Czechoslovakian engineer to come around and buy property, but there's something wrong for Mike Flaherty who was born and raised on that street [to do so]."

(continued on page 24)

1350

State Commits To Construct

Truck By-Pass Road

SOUTH BOSTON TRIBUNE
BOSTON, MA
W. 8.500

APR 30 1987

(Continued)

State Commits To Construct Truck By-Pass Road

Mayor Flynn announced that the state has agreed to begin the design and construction process for a South Boston by-pass road to Northern Avenue. This new route, from West First Street to Northern Avenue, will service construction vehicles entering and leaving the Central Artery and Fan Pier construction sites.

In a letter sent last Thursday to Transportation Commissioner Richard A. Dimino, State Transportation Secretary Fred Salvucci committed to

designing and implementing a haul road along the Conrail right-of-way. This new road will primarily service construction trucks traveling to and from Northern Avenue. To the extent that roadway capacity permits, other trucks related to maritime and commercial uses will be allowed to use the route. The roadway is expected to be completed by 1989.

Also on Thursday, the BRA Board voted unanimously to amend the city's zoning code to

continued on page 20

-CONTINUED-

Apr. 30, 1987

SOUTH BOSTON TRIBUNE

State Commits

continued from page 1

extend the downtown restricted parking district to include all of South Boston. In recent months, numerous permit applications have been filed for the construction of parking facilities in areas adjacent to Fan Pier. This amendment, proposed by Commissioner Dimino on March 24, will limit the number of commercial parking facilities that can be built in South Boston, and thereby reduce the amount of commuter traffic coming into the neighborhood.

Mayor Flynn said, "These two measures represent major steps toward relieving congestion and improving public safety on the streets of South Boston. The construction of the by-pass road will go a long way toward improving the safety of our neighborhood by diverting heavy construction traffic from residential streets."

The by-pass road will be able to handle both construction related traffic as well as existing commercial truck traffic currently using local residential streets.

Commissioner Dimino said, "The state's commitment to begin the process to construct this route is a significant step toward relieving truck traffic on local residential streets in South Boston. The extension of the restricted parking district will also serve to reduce the number of commuters coming into the area. By extending the restricted zone, the number of new parking facilities can be curtailed until the impacts on the South Boston community are more fully evaluated.

represent substantial steps toward addressing

Larry Dwyer, Chairman of the Fan Pier CAC, said "These two measures the impacts of both the Central Artery and the Fan Pier projects on the South Boston community. They are, however, just two of the many measures that the South Boston Transportation Advisory Committee and the CAC will be promoting and monitoring as these projects get underway."

Thomas Butler, Chairman of the Transportation Advisory Committee, said "The Advisory Committee and the CAC have been working closely with the City on both of these efforts. I am pleased that we finally have the state's commitment on the important by-pass road. South Boston needs these and many other strong mitigation measures and we intend to work aggressively to ensure that every possible effort is made to

State Commits

continued from page 1

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minimize the impacts of projects on the community."

April 30 1987
So. Boston
Tribune.

R 23 1987

SOUTH BOSTON

Developers to fund local job office, van

Seen as link to downtown opportunities

By M.E. Malone
Globe Staff

Two downtown developers looking for project approval from the city of Boston have agreed to help finance a city-sponsored job program aimed at bringing downtown employment opportunities to neighborhood residents.

Developers are required to pay millions of dollars in linkage payments to the city to help finance housing and employment initiatives. However, the developers of the Fan Piers and Pier 4 have also agreed to pay for a job clearance office in South Boston with \$146,000 in voluntary funds, while the developers of an office complex at 125 High Street have said they will spend an additional \$75,000 to 100,000 to buy and equip a trailer to be used as a mobile job office.

"Obviously, there is mutual self-interest here," said Pamela McDermott of the High Street group. "Tenants and developers need qualified employees, and the city needs to have its residents employed."

The South Boston job office and the mobile van will be part of a larger program planned by the Mayor's Office of Jobs and Community Service to link community residents with, and train them for, jobs that become available because of new downtown construction.

According to Kristen McCormack, director of OJCS, Job Stop offices will be placed in Charlestown, South Boston and Roxbury by early summer and four others will be in service soon after. McCormack said the Job Stop program will cost between \$500,000 and \$700,000 and will be supported with federal, state, city and private funds.

The One Twenty Five High Street Project Team will appear

before the Boston Redevelopment Authority tomorrow to present its program and ask for a special zoning designation for the \$223 million office complex that they propose to build in the financial district. They will also present a "co-operation agreement" reached with the city that includes a provision for financing the Job Stop van.

The partnership, made up of New England Telephone Co., Spaulding and Slye Co., and the Prospect Co., proposes to renovate three vacant four- and six-story buildings at the corner of Purchase and Oliver streets. In addition, two office and retail complexes, 20 and 30 feet tall, are proposed for the site. Among the public benefits of the project outlined by the company is the construction of a new fire station and ambulance facility on the site.

"We wanted to do something creative," said McDermott, "and the city's idea of a mobile Job Stop made a lot of sense to us."

McCormack said the city is "still in the discussion stage" with a number of other developers concerning possible contributions to the Job Stop program.

According to a draft proposal on file with the BRA, the groups proposing to develop the Fan Piers and Pier 4 in South Boston have agreed to spend \$146,000 on the South Boston Job Stop to recruit and prepare Boston residents, "in particular South Boston residents," for permanent jobs in the city.

More than two dozen developers in the city have committed a total of almost \$5 million in linkage funds since the beginning of the linkage program, designed to finance housing, open spaces, recreation, historic preservation and other public projects.

SOUTH BOSTON TRIBUNE
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W. 8,500

APR 2 1987

NEW ENGLAND NEWSCLIP AGENCY, INC.

Residents

continued from ~~page~~ 13

The Residents' Group is concerned about this new interest in South Boston. As you know I am one of the eleven members on the Citizens Advisory Committee (CAC) for the Fan Pier/Pier 4 project. The CAC has requested to the BRA that a temporary restricted zoning district be established. This is known as an Interim Planning Overlay District (more commonly called an IPOD). If you've never heard of this term, you should get accustomed to it because you'll be hearing it many more times. When we establish an IPOD, most non-residential development and multi-family housing would need a special approval in addition to all the other codes.

Without this IPOD, South Boston could run into a problem similar to that in East Boston where parking facilities appeared on every vacant parcel of land to accommodate the airport.

We already have a problem now where commuters from the South Shore are parking on South Boston streets and then taking the MBTA to downtown Boston. This problem can only increase with the elimination of 2,000

parking spaces now located where Fan Pier will be. Also 2,500 spaces will be lost to downtown private development and proposed depression of the Central Artery (pending funding).

There are a number of amenities that make South Boston desirable: our beaches, yacht clubs, recreational facilities, fantastic hilltop views of Boston, and Castle Island, the most beautiful city park in the country. The Residents' Group is strongly fighting any changes that will undermine our town's neighborhood. Parking garages scattered throughout Southie only detract from the amenities and have a serious negative effect on the livability of the neighborhood.

This problem and others affecting South Boston will be discussed at the Residents' Group meeting on Monday, April 13, at 7:30 p.m. at the Tynan Community School.

Parking Garage Speculation Enters South Boston

1350
South Boston Residents

Group Report

By Gerry Vierbickas, President

Real estate speculators have always been interested in South Boston because of its unique location and access to the water and downtown Boston. This has lent to a prime residential neighborhood, and an increase in property values. Now, because of all the intended construction, the deteriorating transportation and traffic problems, and the future elimination of downtown parking spaces we now have a new interest in South Boston's real estate. That interest lies in parking garages.

Recently, the following requests have been received by the Board of Appeal in the Inspectional Services Department of the City of Boston:

Mr. Nicholas Contos of 15 Scotch Pine Circle, Wellesly, MA, wants to expand an existing open air parking lot from 102 spaces to 999 spaces. The property is located at the intersection of Congress and "B" Streets.

The Metropolitan Parking System, acting on behalf of the Boston Design Center of 660 Summer Street is request-

ing to operate a 186 space parking lot at that location.

The "D Street 451 Limited Partnership" has proposed to construct a four level parking garage at 69-75 Fargo Street. The garage will accommodate the expansion the owner wants to perform on his property. It's planned to accommodate 185 vehicles. The owner, Harold Brown, now intends to withdraw these plans and ask for a variance from the parking requirements.

Pappas Industrial Parks, Inc. of 450 Summer Street has proposed to provide parking for an additional 511 vehicles. The parking garage will be part of an eight story general office and retail structure which will be connected in levels 1 through 8 to the existing structure at 419-421 Summer Street. The occupancy will be office, retail, restaurant, and garage.

Alan Freedman of the Boston Wharf Co. of 259 Summer Street has proposed parking for a fee for 34 vehicles at 13-15 Pittsburgh Street (appealed on 2/27/87).

The Boston Wharf also has proposed to increase the number of vehicles parking for a fee from 629 to 1143 at 30-60 Necco Street.

The Boston Wharf Co. has proposed parking for a fee for 83 vehicles (increased from 50) at 171-189 "A" Street (appealed on 2/27/87).

April 2

1987

SOUTH BOSTON TRIBUNE
BOSTON, MA
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NEW ENGLAND NEWSCLIP AGENCY, INC.

Diminio Calls

continued from page 1

prevent that from happening, tighter controls relative to the construction of such facilities is necessary."

In recently months, numerous permit applications have been filed for the construction of parking facilities in areas adjacent to Fan Pier. By extending the restricted parking district, the level of such activity can be curtailed until the impacts on the South Boston community are more fully evaluated.

Dimino also added that, at a later date, upon consultation with the South Boston Transportation Advisory Committee, a recommendation will be made to extend the restricted zone to include all of South Boston.

Referring to a letter to BRA Director Stephen Coyle, in which he called for tighter controls and stronger traffic mitigation measures for the development project, Dimino said that "significant progress had been made in some areas."

In the March 16th letter to Coyle, he stated that the Transportation Department would withhold its approval of the Transportation Access Plan until substantial accord could be reached in the following areas:

- * Full funding of Shuttle Bus services;
- * Public control over parking in the areas of the Northern Avenue development;
- * Water Transit requirements;
- * Staffing of a Transportation Management Association to undertake project monitoring and mitigation;
- * Further mitigation measures relative to construction-related traffic; and
- * Ongoing public review and approval of Access plans.

Thomas Butler, Chairman of the South Boston Transportation Advisory Committee, said, "The City and the CAC have made significant progress toward addressing the concerns of South Boston residents. We will continue to seek commitments that

Dimino Calls For Stronger Fan Pier Transportation Controls

In testimony at the March 24th meeting of the BRA Board of Directors relative to the Fan Pier/Pier 4 Development project, Boston Transportation Commissioner Richard A. Dimino proposed a zoning amendment to extend a restricted parkign district to a portion of South Boston in an effort to reduce the amount of commuter traffic coming into the neighborhood. The proposal wuld extend

the existing zone, which currently ends at B Street, to include the Army Base and Naval Annex up to the Reserve Channel.

Commissioner Dimino said, "In light of the anticipated level of traffic generated by the proposed development, the desired level of public transit use can only be achieved if new commercial parking lots do not emerge in response to the new commuter population. To

continued on page 2

ensure public transportation throughout the development process and beyond."

According to Lawrence Dwyer, Chairman of the Fan Pier/Pier 4 Citizens Advisory Committee, "The Transportation Department, the BRA, the CAC and the developers worked closely to address the issues raised in Commissioner Dimino's letter and cooperative agreements have been reached in the areas of shuttle bus services, water transportation and the staffing of a Transportation Management Association. Further discussion, however, is necessary to satisfy the mitigation requirements relative to a reduction in contruction-related traffic and to the staffing of a Transportation Management Association. Further discussion, however, is necessary to satisfy the mitigation requirements relative to a reduction in construction-related traffic and to the Access Plan review process."

MAR 30 1987

EXTRA! The boom stops here

1350 City set to freeze seaside development in South Boston

by Sue Reinert / Journal Staff

The Flynn administration is planning to restrict commercial development and parking in an extensive area of South Boston likely to be affected by the giant Fan Pier-Pier 4 project.

Boston Redevelopment Authority chief Stephen Coyle wants "a limit on the commercial economy in that area," a BRA spokesman said last week. Intensive commercial development, mostly renovations of warehouses and industrial buildings, is already occurring in the area.

Under consideration, the BRA spokesman disclosed, are a parking freeze, additional requirements for "linkage" payments from developers and temporary restricted zoning districts, known as Interim Planning Overlay Districts, or IPODs. He said the proposals are being drafted in response to a request from the Citizens Advisory Committee (CAC) for the Fan Pier-Pier 4 project.

"Right now, people in South Boston are very nervous, especially with Fan Pier very close to getting approval," said Edward Downs, the Flynn administration's South Boston neighborhood coordinator. Residents are worried about increased traffic and the relocation of industrial operations to neighboring residential areas, he said.

The BRA's targeted area doesn't have specific boundaries yet, but it does have a name: the Northern Avenue Corridor/South Boston Residential Fringe. The BRA spokesman said about 600 acres are included in two zones. One extends south from the waterfront to Summer Street, and the other is a residential area on the edge of the industrial district near Fort Point Channel.

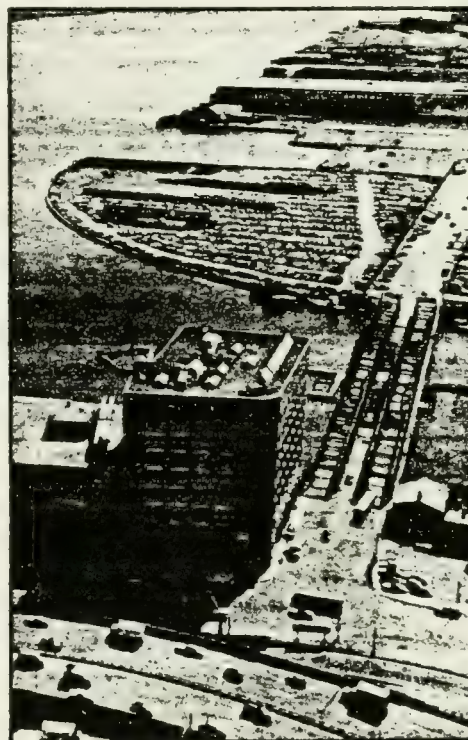
Most of the area is zoned for industry or manufacturing, which has given the city lit-

4 Freeze, page 24



BRA director Stephen Coyle (above) wants to freeze commercial development in an sizeable area of Southie, leading to speculation that the move is a tradeoff for approval of the Fan Piers project, which will be built on the harbor's edge (below).

photos by Flint Born and John Nordell



- CONTINUED -

Freeze

(continued from page 1) 4

the control over commercial development.

Hints of the city's intentions surfaced early this month, when the BRA urged denial of a zoning variance to build a 185-car parking garage on Fargo Street near D Street. One reason given by the planning agency was that it was drafting "an IPOD for Fort Point Channel" that would include parking restrictions.

Ironically, the proponent of the project, landlord Harold Brown, didn't really want to build a parking garage, according to his attorney, Bernard Shadraway. Shadraway asserted that Brown was forced to ask for a garage because the city's Inspectional Services Department demanded that he provide parking in connection with improvements to a D Street building he owns.

After opposition to the garage from Mayor Flynn's Office of Neighborhood Services, the BRA and South Boston community leaders, Brown now intends to withdraw his plans and ask for a variance from the parking requirements, Shadraway said.

Restrict development

Whatever Brown's intentions, the BRA is apparently trying to restrict development even before formal zoning and parking restrictions are imposed. Asked whether that is in fact the planning agency's strategy, the BRA spokesman said: "When you have a citizens group [the CAC] requesting that the BRA look at an area for a potential IPOD, it certainly does have an effect on planning decisions."

On April 12, the city's Board of Appeal is scheduled to consider a more extensive development than Brown's parking garage. The Pappas Co. is asking for variances to build an eight-story office and retail building with 468 parking spaces in an empty lot on the corner of D and Summer streets.

Pappas spokesman Michael Sophocles declined to discuss the application, but

(continued on page 26) 4A

(continued from page 24) 4A

said he was unaware of city plans to restrict development in the area. Sophocles added that Pappas could use the lot for surface parking without getting permission from the city—an example of the permissive zoning that now exists in the area.

The BRA spokesman said he doesn't know when formal proposals to restrict development will be made. Coyle outlined possibilities for action in a memorandum to the CAC on Feb. 24.

The city's goals are to restrict the density and height of development projects, protect residential areas from encroachment by industrial and marine uses, preserve the historic character of Boston Wharf Co. properties on Fort Point Channel, protect open space, improve streets and buffer residential areas from the effects of major transportation projects.

Specifically, Coyle wants to put a cap on commercial development in the area and consider introducing housing, the BRA spokesman said.

Coyle has been meeting informally with a group that includes property owners and developers in the area, such as the McCourt Co., the Massachusetts Port Authority, the World Trade Center and Boston Wharf Co.

"We're all still waiting to see what happens," Boston Wharf attorney John Dineen said last week. Dineen added that Boston Wharf, which recently got approval to build a parking garage, isn't currently planning any work that would require a zoning variance.

If an IPOD is established, however, most non-residential development and multifamily housing would need special approval.

The city now has IPODs covering the downtown waterfront and Port Norfolk in Dorchester.

IPODs are usually in place for up to two years while permanent zoning measures are drafted. An IPOD for Boylston Street in the Back Bay is now in the process of being converted to permanent zoning. □

Southie fears development's downside

by Regina Fazio

South Boston. Home of the last honest sandwich on earth (at Mickey's Deli, on the corner of East Broadway and P Street). Where cars double- and triple-park without ever getting tickets. Where some of the state's biggest pols—Ray Flynn and Billy Bulger—got their start. Where residents fear that gentrification and development may soon encroach on what has long been a settled, close community.

Right now, gentrification is largely just a fear. Most Southie residents would say the area hasn't changed much in the past 20 years. On East and West Broadway—the community's main drag—the people, the storefronts and the merchandise are the same. East Broadway still has its well-kept triple-deckers and its mom-and-pop stores. And West Broadway still has its share of shootings, suspicious fires and throw-em-out-the-door bars.

Southie, page 12B

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Southie

(continued from page 1B)

But the proposed upscale development of the Fan Piers and its environs, and the construction of the Southwest Corridor, may push waterfront warehouse industries, such as fish processing plants, in toward lower Broadway—the area near the Broadway MBTA stop. And on upper Broadway—the area stretching from the D Street intersection to the beach at Castle Island—new faces, and facades, are already appearing. More are expected. But if they want a warm welcome, they'd better make an effort to fit in. Southie protects its own.

South Boston is very "family-rooted," said John Alekna, grandson of the founder of East Broadway's Flood Square Hardware and an officer of the South Boston Board of Trade. "For instance," he said, "my great-grandmother owned the house I live in."

"People who gentrify don't have the commitment that people who have been here for generations have," he continued. New development may create a "tremendous amount of jobs" and improve the quality of life, he said, but it could also get out of hand and reach a point where "people who grew up here can no longer afford to stay."

Prices skyrocketing

According to Joe Uhlman, manager of Century 21-Old Harbor Realty on Broadway, real estate prices have already skyrocketed in Southie—in keeping with the rest of Boston. Ten years ago, you could buy a triple-decker for \$30,000, he said. Now, try \$300,000 for the same building.

With commercial space, "there are no rules anymore," he continued. For instance, a warehouse/factory that would have sold for \$1 million three years ago is now going for \$3 million.

And storefront rents that were \$300 a month three or four years ago are now \$800 or \$900, sometimes \$1000, he said.

But so far people are selling and renting to folks who are like themselves (see *BBJ*, March 23). Although there's been about a 50 percent turnover of store owners in the past 10 years, said Uhlman, most stores are family-run, and they have turned over to another family in the same business.

"The mix of retailers is changing, but they're selling the same things," said Joe Keenan, controller for both the Flanagan's supermarkets on Broadway. "I don't think it has changed a hell of a lot."

But Keenan, who grew up in Southie, said he feels that in the long term the gentrification of the area will change the character of Broadway.

"Southie's not quite ready for boutiques," he said. "And there's not a lot of yuppie shops."

One new face that has braved the stalwart locals and is giving Southie a taste of the new, is Preferred Stock, a restaurant at the Yankee Trader bar on West Broadway. Owned and operated by gourmet chefs Alysa Subtelny and Erica Howland (who also run a wholesale prepared food business in the metro-Boston area), the establishment has received a mixed welcome.

"It's been a real eye opener," said Subtelny. Southie is "more community-oriented than any other neighborhood in Boston," she said, and at the beginning, "we were definitely outsiders."

People were always cordial, but they never initiated conversation, Subtelny explained. At the beginning, some of the bar's regulars and longtime residents would wait until Preferred Stock had stopped serving lunch before they would come in.

"But when they saw how committed we were to making the restaurant happen here," she said, they gradually opened up. "Now they're rooting for us."

In fact, the only major obstacles encountered by Preferred Stock, said Subtelny, were "the people who were concerned about parking."

Ah, parking: The gremlin that devils many Boston-area neighborhoods.

Legal parking spaces on Broadway are hard to come by. Cars often park three-deep, and the police rarely ticket. "If they did," said one observer, "the businessmen would scream. So they don't."

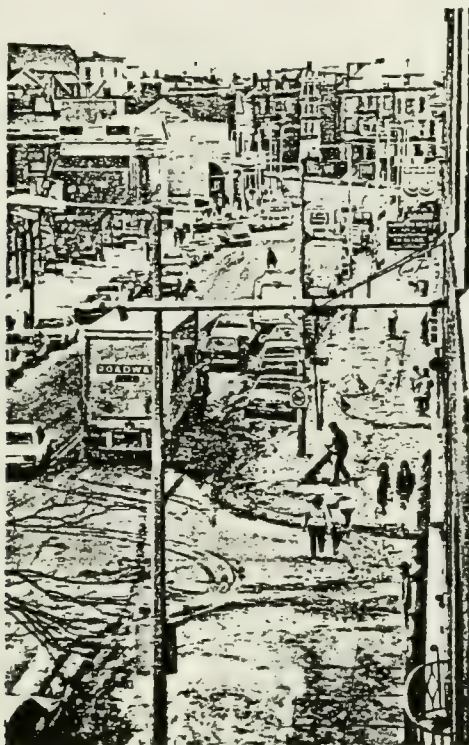
Most residents are fairly laid-back about the situation. It's been that way so long, they don't even notice it. If someone's car is blocked in by another, they wait.

But the prospect of new businesses bringing more cars into the neighborhood is enough to send at least some locals into an uproar.

For instance, one neighborhood association representative told Subtelny that Preferred Stock should provide one parking space for every seat in the restaurant.

And others, including Dan Yotts, executive director of the South Boston Community Development Corp., fear that additional parking problems, coupled with the increased car and truck traffic expected from the neighboring developments and encroaching warehouse industries, will inflict the domino theory on many of the smaller businesses, particularly those on West Broadway.

-CONTINUED-



Change is slowly coming to West Broadway.

photo by John Nordell

According to the Fan Piers environmental impact report, Fan Pier alone will generate an estimated 18,500 to 24,100 vehicle trips per day, many passing through South Boston.

Yotts feels that with issues such as development, parking and traffic, it's time for the city to act.

"What you have [on lower Broadway]

is a very poor section of town that doesn't have a voting coalition," he explained. "The upper part of town controls the vote," he griped, and they're not facing the same problems.

"No elected official cares about lower Broadway," he continued. "Unless we get some representation, it'll be gone."

But City Council member James Kelly disagreed. "The city will do all in its power to accommodate" South Boston during development and gentrification, he said. "We learned a long time ago to be concerned about future development and to stay involved and try and solve some of the potential problems." And though the changes do have negative aspects, he said, there will be positive ones as well.

For instance, he said, new development could encourage many South Boston residents who have been shopping in downtown Boston and at malls in neighboring towns to return to shopping in the area.

In the face of gentrification and development, Broadway may lose some of its traditional character. Newer and younger businesses may try to swallow older, less affluent establishments. But, Kelly said, the changes will be "nothing that we can't handle."

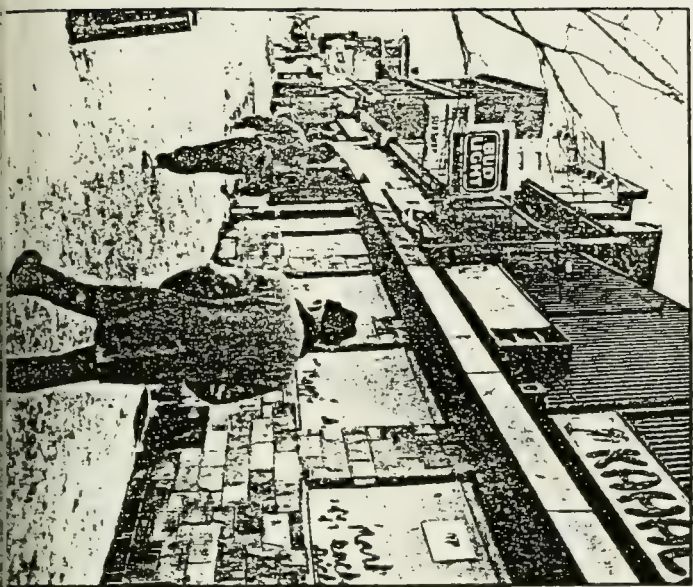
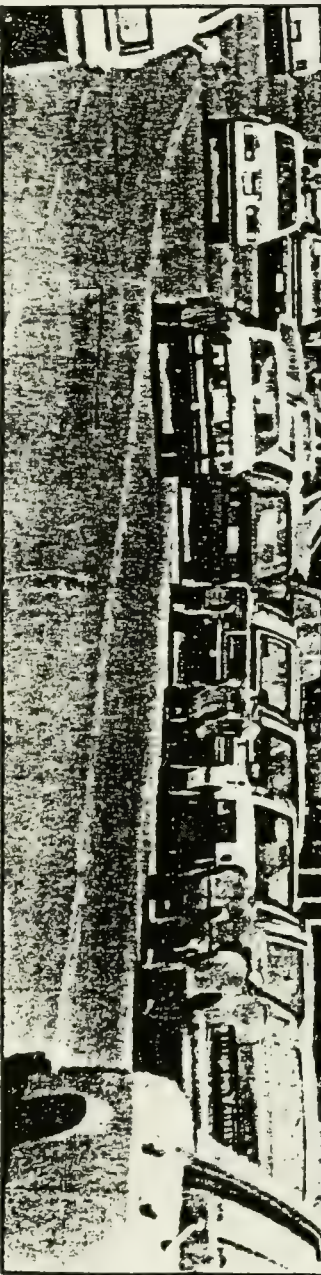
And most businesses seem ready to face a long haul. They share the opinion of those at Flood Square Hardware.

"We're going to be here until I die," said Alekna. "After that, I have no commitments." □



Broadway's retail mix is changing, but services have remained relatively unchanged.

photos by John Nordell



As development prospects grow brighter for South Boston, residents worry that the many truck lots, the moldering old warehouses—even crowded, provincial Broadway—will be taken over by mounted “invaders” from the gentry. But despite the widespread fears, so far, say knowledgeable community leaders, few invaders have actually appeared. In fact, locals have made most of the area’s recent

Boston Business Journal
Mar. 30, 1987

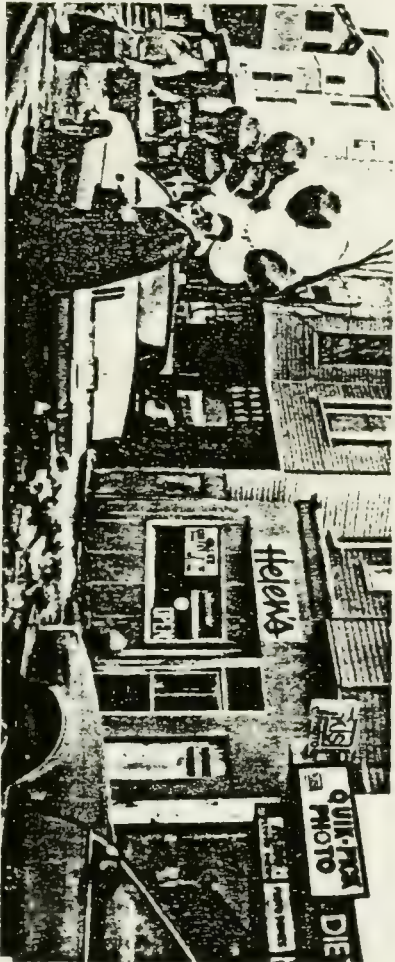
"Southie"

Additional
photos on

next page

Boston Business Journal
MAR. 30, 1987

"Southie"



Legal parking spaces on Broadway are hard to come by, and cars are often parked three-deep.

MAR 30 1987

NEW ENGLAND NEWSCLIP AGENCY, INC.

Looking for a parking place in Southie

1350
Several years ago in California, the federal Occupational, Safety and Health Administration (OSHA) inspected a meat factory and disapproved of the rough cement floors. The agency said they would be too hard to clean. New floors were laid, nice and smooth.

Next time OSHA inspected, it said that the floors were too slippery and that the factory needed rougher floors.

That all came to mind as we read Sue Reinert's Page One story on the Boston Redevelopment Authority's plans to restrict off-street parking garages in South Boston as well as in other parts of the city.

It makes sense that the city wants to move cautiously on the huge Fan Piers project, which will have a tremendous affect on South Boston. The project is one of the most ambitious and exhilarating plans, not only in this region but anywhere in the nation. The BRA should do everything possible to touch all the community bases, but it doesn't make sense to stop projects, such as particular off-street parking garages, that obviously will be a benefit no matter what happens at Fan Pier or how much traffic it will generate.

Certain warehouses on the fringes of this project have been or are currently being converted to offices. The owners are willing to build off-street parking garages for those tenants who otherwise will park on the streets, in alleys or wherever they can get away with it.

Normally, cities and towns demand that developers go to the expense of providing parking for residential or commercial tenants.

Since the city already has given permission to convert these warehouses into office buildings, it should realize that off-street parking should be part of the deal. Maybe OSHA should take a look at it.

AR 23 1987

NEW ENGLAND NEWSCLIP AGENCY, INC.

Let me call you 'sweetheart' City gives state rep. OK to develop prime parcels in Southie

Tom Sheehan
Special to the Journal
The Flynn administration has awarded
South Boston development parcels to
state concerns headed by Southie state
rep. Michael Flaherty and his relatives.
Flaherty, his brother John and distant
cousin Joseph Santa Fe each control real-
estate ventures that have been chosen by the
city's Public Facilities Department (PFD)
to build housing on city-owned vacant
land in that neighborhood. Only one other
developer—a non-profit community
group—was similarly awarded by the PFD
in the area.

John Flaherty's land, 20 condos, of which 7
will come on the market under \$80,000;
and Santa Fe's property, four townhouses,
of which two will be in that price range.

Asked if he saw any possible conflict in
awarding city-owned land to an active
local politician, Raymond Dooley, a top
Flynn political advisor who also sits on the
Public Facilities Commission, said: "I
don't think the fact that he [Flaherty] is
working as a developer raises any such is-
sues." Added Dooley: "He's a well-

6 Southie, page 16

Of the four properties, all located in
Southie's resurgent Lower End not far
from the site of the proposed Fan Piers
project, the one awarded to Michael
Flaherty is by far the largest. It measures
some 24,000 square feet along Bolton and
West Second streets, while John Flaherty
won an 8900-square-foot slice on Bolton
Street and Joseph Santa Fe won 2000
square feet on West Third.

While Santa Fe's designation is final, the
Flaherty awards remain subject to negotia-
tions with both the city and the surrounding
community. A neighborhood meeting on
the subject is scheduled for April.

Good timing

The awards come at a time when prop-
erty values are rising rapidly throughout
South Boston and also when the long,
chilly political relationship between
Flaherty and Mayor Raymond Flynn ap-
pears to be warming.

"Lately," said one close associate of the
mayor, "they've been a lot more friendly."

But both Flaherty and city officials in-
sist that the awards were based on merit
and not on political favoritism.

"The mayor is not someone who looks
to mend fences or build bridges through
the disposition of property," said David
Williams, a spokesman for the Public Fa-
cilities Department. "It's not a matter of
political favoritism. It's simply a matter of
them having the best proposals, with their
developer having the best track record and
with them also holding adjoining property
that can be used to build more housing."

Williams emphasized that the city's pri-
mary goal is to provide as much "afford-
able" housing as possible on the long-
vacant land. Although the details are still
subject to change, Michael Flaherty's parcel
is supposed to yield about 25 two-bedroom
condominiums each costing under \$80,000;



Some of the development parcels on W. Second Street in South Boston awarded to local Rep. Michael Flaherty and his family.

photo by John Nordell

Southie

(continued from page 1)

known leader in that community and has been for a long time."

Reached by phone at his State House office, Flaherty said he did not see any problems with his new role as a developer of city-owned land. "You suddenly say I'm an elected official," he said. "So I'm supposed to do something different?"

Flaherty said he thought he had every right to get the city's nod, particularly because of his neighborhood roots. "I think only two people from the South Boston community bid on it," he said. "The others were from Newton Centre, Brookline, all over the place."

In fact, records on file with the PFD indicate that of Flaherty's five competitors, only one listed a business address outside Boston, and three either lived or worked in Southie and Dorchester. But where a developer comes from is not supposed to be a factor as far as the PFD is concerned. Only his experience and capability count.

On that score, Flaherty went a long way toward erasing questions about his own lack of experience by teaming up with former Boston Redevelopment Authority (BRA) boss Robert Kenney.

All that bull

"I put a proposal in and I hired Mr. Kenney to do the work," said Flaherty. "I don't know the first thing about that, the planning, the sewer, all that bull."

But Kenney does. Over the past several years his firm has proved itself adept at handling the nuts and bolts of development, although that could hardly have been predicted when the firm first burst into the public spotlight in the waning days of former Mayor Kevin White's administration in 1983. In what amounted to a garage sale of public properties just before White left office, Kenney emerged as one of the big winners. He and partners John Weis, another former top aide to White, and Tully Plessner, White's old pollster, scooped up Lincoln Wharf on the water-



front and four former city schools—the Rice and Bancroft schools in the South End and the Bigelow and Tuckerman in South Boston.

But while other lucky garage sale participants floundered, Kenney and company delivered the goods. Today, all but Lincoln Wharf have been turned into condos or apartments, and the firm has won several architectural and preservation awards in the process. That all of the units it has delivered have come in at the upper end of the price scale should not be held against the firm, say city officials; that was simply not part of the original deal struck by White.

“We can’t criticize developers if they didn’t measure up to what this administration has set as the standard on affordable housing,” said one PFD official. “What we have tried to do, said the PFD’s David Williams, “is to learn from the mistakes of the past. There was no guarantee in purchase and sale agreements then that rental units couldn’t be turned into condos quickly, for example.”

Closing loopholes

Such loopholes have been closed, said Williams, who added that on recent awards the city has gone to great lengths—even lowering a developer’s acquisition costs in some cases—in order to keep purchase prices down.

Indeed, in naming the Flaherty brothers to develop two of the Southie parcels, city officials have repeatedly cited the “economics of scale” to be gained by putting several of their eggs in one basket. “After an extensive review,” PFD Commissioner Lisa Chapnick wrote in a letter to one of the losing developers last year, “we have determined that the West Third Street and Bolton Street Trusts can provide the highest number of units of housing, as they control approximately 40,000 square feet of additional land in the immediate area of the two parcels.”

In the case of the Bolton Street Trust—the one controlled by John Flaherty—that certainly appears true: He owns another 20,000 square feet of land immediately adjacent to the 8900 awarded him by the city. Putting the two parcels together, as

PA



Development site on W. 2nd Street.

photo by John Nordell

proposed in Robert Kenney’s, essentially triples the housing yield.

But that accounts for only half of the 40,000 square feet of land that Chapnick cites, and pinpointing the remaining 20,000 square feet proves somewhat more elusive. From all that can be gathered from city documents, that other big chunk lies between O and P streets, in the City Point area. That’s hardly the “immediate area” of the Lower End.

Little leverage

Still, a memo prepared by then-PFD official Peter Scarpignato last year says of the Flahertys: “Their intention is to develop these sites along with [John Flaherty’s Bolton Street parcel] in one construction contract—with units going from approximately \$64,000 to near \$100,000. . . . They are negotiating with the owners of approximately 8000 square feet of adjacent property that could increase the number of units by 13.” Even if those negotiations succeed, and even if the Flahertys follow through on their intentions to simultaneously develop their City Point land, the city would appear to hold little leverage over them on either parcel.

On a much smaller scale, Santa Fe will follow John Flaherty’s path: He plans to combine 1800 square feet of land he already owns with the 2000 square feet given him by the city to produce four townhouses on West Third Street. Santa Fe’s familial relationship to the Flaherty brothers may appear to be a distant one on the surface, but given the close-knit nature of the Flaherty clan, it’s not. Santa Fe is a cousin to James Flaherty, a member of the Boston Redevelopment Authority Board, who in turn is a cousin to the Flaherty brothers.

Truck driving

“Jimmy and I used to drive trucks together for the Teamsters,” said Santa Fe last week. “Every Tuesday night I go over to [his house] to have something to eat.”

And James Flaherty is extremely close to cousin Michael: He served as his campaign manager on several of his runs for state representative and is generally seen in Southie as Michael’s political mentor. “Mike at first wouldn’t make a move without consulting Jim,” said a longtime observer of Southie politics. “Jim had experience at the State House and he nurtured Mike along.”

Michael Flaherty, in turn, appears to be doing some political nurturing of his own these days: His longtime friend Thomas Butler, head of the South Boston Citizens Association, is generally seen in political circles as the heir apparent should Flaherty forsake politics to pursue real estate or other interests. For the moment, though, Flaherty remains one of Southie’s most powerful politicians, all the more powerful as a close neighbor and political soul mate of Senate President William Bulger. And the fact that cousin James sits on the 5-man BRA board, only one of whose members has actually come up for reappointment since Flynn became mayor, merely enhances his importance to City Hall.

Had the PFD awards gone elsewhere, suggested one Southie political observer, the Flahertys would undoubtedly have been antagonized. “Flynn consistently pisses off the conservative elements in Southie,” said the observer, who pointed out that a recent Boston Globe poll gave the mayor a 26 percent unfavorable rating in his home neighborhood, higher than anywhere else in town. “If he can do a favor for someone else in that camp, why not?” □

MAR 18 1987

NEW ENGLAND NEWSCLIP AGENCY, INC.

Housing project is stalled as Bay Village rebounds in Tremont Village court case

1350

The Chinese Consolidated Benevolent Association effort to build a housing project on Tremont Street may be imperiled by a new court order that stopped construction on March 6.

It is only the latest development in a protracted court battle between the Bay Village Historic District Commission, which is opposed to the project, and the CCBA, which wants to provide low-income housing for Chinatown.

Construction was halted when Bay Village deposited \$2,500 in court two days after Suffolk County Superior Court Judge Thomas Morse reduced the amount of bond needed to grant an injunction from \$250,000 to \$2,500.

Glenn Alberich, a lawyer for Bay Village, said Morse lowered the bond amount after requests to eliminate it or make it affordable to the plaintiffs. "The judge used the principle that parties entitled to injunctive

"The work stoppage is costing us about \$6,000 a week," — the CCBA's attorney.

relief should not be denied this because of financial restraints."

Bay Village has long resisted the project called Tremont Village because of worry construction would damage nearby buildings and that the project violates architectural guidelines for the area.

The CCBA, which has orchestrated other affordable housing projects in Chinatown, acquired the stretch of land on Tremont, Jefferson, and Church streets last year from the ~~Boston Redevelopment Authority~~ to start a new housing complex.

"The need for affordable housing is obvious," said Paul Chan, an advisor to the CCBA on the project, when the CCBA got the land tract referred to as Parcel R-7. But the whole thought of building an apartment

building on the site caused an uproar since the land was used by local horticulturalists to grow flowers and vegetables.

Judge Morse first granted an injunction on November 26 under the condition Bay Village post a \$250,000 to meet the CCBA's losses if the CCBA won a separate lawsuit over the project. The CCBA can counter this by posting a \$1 million bond, according to the court order.

CCBA lawyer Reginald Lindsay said he filed a motion last week with the judge to reduce the CCBA bond to no more than \$100,000, an amount that the BRA has promised to put up to help the CCBA move ahead with the housing complex.

"The work stoppage is costing us \$6,000 a week," said

Lindsay.

"And there are opportunity losses on top of that: We can't rent the units as quickly." A hearing is scheduled soon to hear the new motion.

Meanwhile, Bay Village is proceeding with a separate lawsuit against the CCBA and government agencies involved in financing the development.

FEB 5 1987

NEW ENGLAND NEWSCLIP AGENCY, INC.

Report Of The South Boston Resident's Group

By Gerry Vierbickus, President

The next monthly meeting of the South Boston Resident's Group will be held this Monday, February 9, 1987 at 7:30 PM at the Tynan School. All South Boston Residents are welcome to come.

Last week City Councillor Jim Kelly arranged for a meeting between Mayor Flynn, representatives of the Pine Street Inn, and business and community leaders. As President of the South Boston Resident's Group I participated in this discussion. Councillor Kelly opened up the meeting by stating that no one wants to put homeless people on the street on a night that temperatures may be near zero. However, Pine Street's expansion into the Rapid Service Press building creates problems for South Boston. Its my opinion that the term "homeless" is a mistaken adjective. Fifty percent of these people are mentally de-institutionalized. It is because of the state's neglect of this situation that we must deal with this problem. Now, when Pine Street Inn assumes the responsibility for these unfortunate people during the evening hours it must also provide facilities during the day.

Pine Street Inn shouldn't be allowed to attract "homeless" people to the doorsteps of South Boston in the evening hours only to discard them at 7:00 AM. At that hour the residents of the shelter have only two directions to go. South Boston, or the

South End. As they are protected from their sometimes abusive treatment to us and our children. As president of the Residents Group that is my concern. My heart personally aches for many of these people, but if Pine Street Inn is going to attract and provide a service, it should be done properly and in a way that will not be a detriment or a blight on any community.

Pine Street was granted a variance to use the Rapid Service Press building on Broadway Bridge until April 15, 1988. It will house 300 people. Pine Street Inn paid \$2.35 million for the building. Another \$300,000.00 to \$400,000.00 will be spent on renovations.

Another intense topic affecting South Boston is the Fan Pier project. A community meeting was held last Thursday at the Condon School. The informational meeting was chaired by Larry Dwyer who did a superb job insuring that everyone had the opportunity to ask questions, but that order always prevailed. Larry Dwyer is chairman of the 14 member Citizens Advisory Committee which advises the BRA on design issues, community benefits, and the impact of this development. As president of the Resident's Group, I am a voting member of this committee, and it is through this hard working, effective and respected committee that South Boston will receive concessions from these developers. Benefits that

will help the community in general. Specifically mitigation measures to deal with the severe onslaught of additional traffic that this project will generate.

I intend on monitoring this development until its completion. These are some specific mitigation measures that were promised to us as residents, that would negate some of the harmful effects of a billion dollar project in our community. Those in charge must be continuously reminded of the guarantees South Boston was given in order to allow such a development. Speaking of such reminders its been a few years since Stephen Coyle (BRA Director) said that he will establish the Boston Civic Design Commission. It is yet to be established. This committee will bring all these projects into public view. I hope this is established before this building boom is over.

Backing up to traffic again, the city has been slow to implement any traffic management techniques that fall within its power in South Boston. I'm getting a lot of talk but little action, and the action is only temporary. The South Boston building boom cannot continue unless we, as residents, are guaranteed relief!

Other topics affecting South Boston that will be discussed at our monthly meeting include:

- The Boston Heliport

Study. This is the feasibility analysis to locate a full service heliport in the industrial area of South Boston;

- A request for an appeal by Santa Fe Property Management of Haverhill to construct 4 new townhouses at 262-268 West Third Street.

- A meeting held on Tuesday with the Director of Massport regarding Traffic Issues and Massports input on such, the Subaru update and Massport's Community Assistance Program.

- A recent meeting I had with MDC Commissioner regarding construction on the Pleasure Bay causeway.

Hope to see you at the meeting!

FEB 2 1987

NEW ENGLAND NEWSCLIP AGENCY, INC.

Cabot's endgame

Bid to hold Southie parcel flops

by Marie Gendron / Journal Staff

The two companies involved aren't talking, but nearly everyone else in the real estate community had something to say about last week's court ruling that Cabot, Cabot & Forbes (CC&F) has no claim to about 24 acres of prime land along Northern Avenue in South Boston.

Ironically, the decision was made public the same day CC&F announced it might file suit to block the Fan Pier-Pier 4 project, a \$1 billion development planned for a parcel on the other side of Northern Avenue.

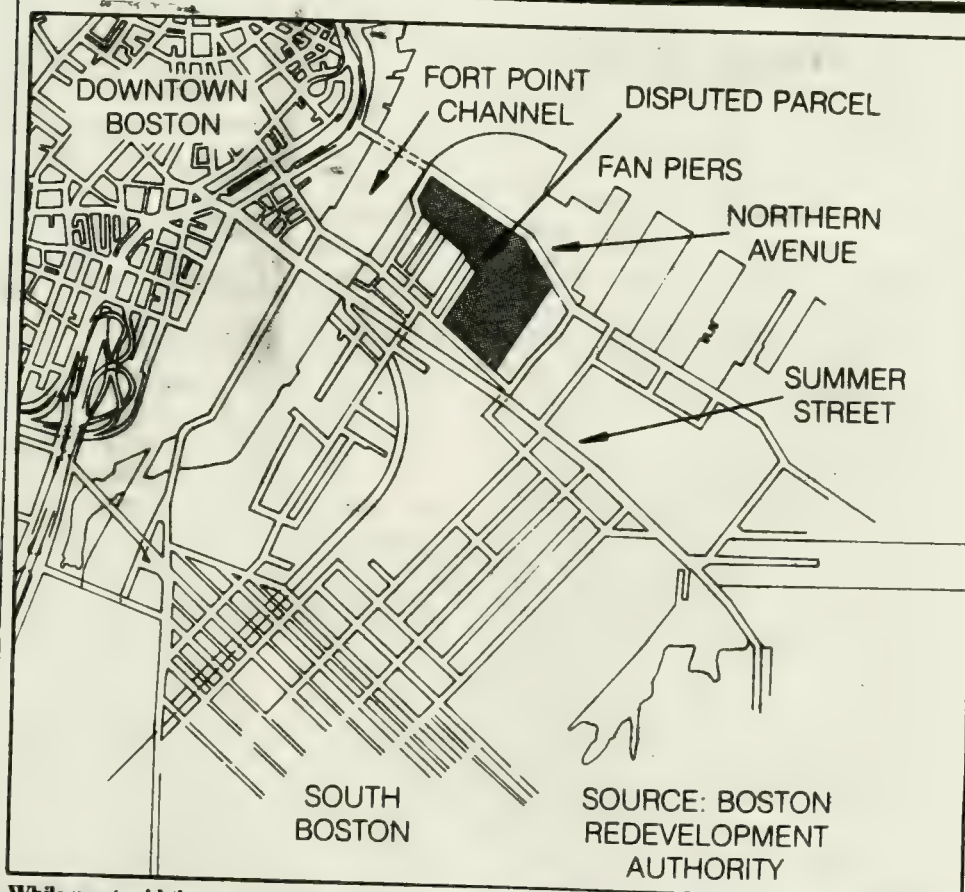
"I wonder if that was what prompted

the court," said one observer, who asked not to be named. "Just as CC&F announced it was taking an action on the property, the court reached its decision."

After six years of litigation, state Supreme Judicial Court Judge Francis J. Quirico last week ruled the land is the rightful property of Frank H. McCourt Jr., a Boston developer and builder. His family's company, McCourt Co., is perhaps best known as the contractor that built Boston's Cablevision cable television system.

On Jan. 23, CC&F filed a "notice of intent to sue" to block acceptance of the en-

3 Cabot, page 12



While most said they were surprised at the state court's decision declaring McCourt the owner of the disputed parcel, no one could pinpoint why the development community had assumed CC&F would prevail.

vironmental impact statement for the Fan Pier-Pier 4 project. CC&F charged that the environmental report understates the development potential of the neighboring parcels. Because CC&F is a large and highly respected developer, it was widely felt that the notice added weight to the contention by neighborhood groups that the Fan Pier-Pier 4 environmental report is incomplete.

Two weeks ago, a collection of community groups, led by the Conservation Law Foundation, also filed notice of intent to sue over the report. The suits would not necessarily stop the project but could delay it considerably.

Court's decision unexpected

While most said they were surprised at the state court's decision last week declaring McCourt the owner of the Northern Avenue parcel, no one could pinpoint the reason why nearly everyone in the development community had assumed CC&F would prevail in the case.

"I'm just as shocked as everyone else," said John Drew, president of the World Trade Center. "I don't think anybody had any real knowledge of the case. . . . It looks like it was coming down to some pretty fundamental issues, like title. If it did come down to fundamental issues, [the ruling] seems pretty definite."

Part of the reason CC&F seemed to have the edge, observers said, is that the company acted as if it owned the land. Its principals often dismissed McCourt's suit as groundless. While several developers and brokers said McCourt spoke passionately and angrily about the lawsuit in private, his name was rarely associated with the land publicly—except as the guy suing for CC&F's land. In addition, some said McCourt is considered a neophyte on Boston's development scene, even though his family's company is well-known and respected as a contractor.

Essentially, the judge ruled that McCourt had an option to buy the property and that he exercised the option. The court also ruled that a closing had been set and that McCourt was ready and able to take the title by that time.

A complicated case

While the basic issue was simply who legally owned the land, the court papers show that the case was far more complicated than many outsiders had thought. According to court documents, in the late 1970s, McCourt tried to buy the property from trustees of the Penn Central Railroad. When he was denied bank financing for the purchase, former employees of

McCourt's helped CC&F make the deal. McCourt then negotiated to purchase the land from CC&F for the original purchase price of \$3.5 million plus an additional \$3 million. The court said CC&F violated that agreement.

Judge Quirico is considered a meticulous, thorough judge with extensive knowledge in the area of land ownership disputes. Although several of the people on the sidelines said they thought CC&F will fight the decision, many said they doubted that the judge's decision would be overturned.

"[The decision] is very well-reasoned," said Paul Garrity, an attorney with Shapiro, Israel & Weiner and former state Superior Court judge. "I'm convinced the judge was right."

Some of Judge Quirico's statements in the 120-page decision on the CC&F-McCourt case indicated some game-playing on the part of CC&F and its subsidiary, FPC Properties.

The judge wrote: "The Hines contention [made by John M. Hines, then senior vice president at CC&F] that FPC did not receive notice from McCourt of its exercise of the option in question pales and then fully disappears when we consider first the neglect or failure of FPC and CC&F to tell the person in charge of the postal station at 60 State St. that FPC was located in the building and next the action of FPC-CC&F employees, acting on instructions given them by Hines, in obstructing and otherwise attempting to prevent anyone from delivering a notice by McCourt of its exercise of the option."

In other words, FPC tried to prevent McCourt from exercising his option on time.

No appeal yet

Geoffrey Smyth, CC&F's vice president in charge of planning for the area, said the company has not yet decided whether it will appeal the case. He said he could not comment further until CC&F's attorneys have completed their review of the decision.

The big question now is what will be built on the site. Unlike CC&F, which had had tentative plans for a 3.5 million-square-foot development, McCourt has never publicly discussed what he will do with the property. Last week, his brother, Terrence, said McCourt will make no public statement until after "we huddle with our lawyers."

Local developers and brokers said there are a number of rumors circulating about what McCourt might do with the property, including one that he might team up with a large-scale developer.

"From what I've heard, McCourt is very aggressive," said Drew. "They may move very quickly—quicker than CC&F. Not on the whole [site], but maybe a part of it. It's a brand-new ball game." □

Rep. Flaherty Opposes

135th MWRA Site

Representative Michael F. Flaherty (D-South Boston) today once again announced his most strenuous opposition to the potential siting of a Massachusetts Water Resources Authority (MWRA) on-shore water transportation facility in South Boston.

The MWRA is currently considering the wharf located at the MBTA Power Station, and Pier 6, both in South Boston; as

well as Piers 48, 49, 50 located underneath the Southern end of the Tobin Bridge in Charlestown; the Quincy Shipyard on the Weymouth Fore River; and the Wharf on the North Shore of the Island End river in Everett; as potential sites to begin construction on the shipment facility. Once completed, it will be used

SOUTH BOSTON
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JAN 22 1987

NEW ENGLAND NEWSCLIP AGENCY, INC.

Flaherty

continued from page 1

South Boston siting for the facility. Reached for comment, Representative Flaherty said that South Boston must not be chosen as the site for the facility. "As I've said before, the prospect of any South Boston location for a massive new water shipment facility is purely unrealistic, patently unworkable, and as far as I'm concerned, absolutely unthinkable. I am in complete opposition to even the inclusion of the two South Boston sites on the MWRA's candidate sites list, and I have expressed that opposition to each and every member of the MWRA Board of Directors, Michael Ralph, The Boston Redevelopment Authority, The City of Boston Traffic Commissioner, and others," commented Flaherty.

Representative Flaherty has been an outspoken critic of the MWRA candidate sites list since its inception in July of 1986, and has publicly expressed his opposition to the plan in two previous press releases in this newspaper.

"Some may consider it overkill", commented Flaherty, "But I cannot keep quiet on an issue of such importance. The MWRA must be made aware of this community's determination not to have a water shipment facility in our town." as a staging and shipping area for building materials for the new Metropolitan District Commission sewage facility to be constructed on Deer Island. No final site determination has yet been made for the water transportation facility.

In response to growing community concern, Representative Flaherty dispatched two of his aides to the public meeting held last Monday by the South Boston Residents' Group. Scores of concerned South Boston residents, as well as community leaders, other elected officials and their representatives, turned out to confront MWRA Director of Public Affairs Michael Ralph with their opposition to any possible

BOSTON GLOBE
BOSTON, MA
D. 502,928

JAN 21 1987

Developers looking to South Boston

New construction wave expected

By Charles A. Radin
Globe Staff

1350
People leaving shows at Boston's World Trade Center see before them an apparent wasteland — piles of dirt and rubble punctuated by half-filled parking lots.

Commuters using Summer Street as they flee the clogged Central Artery see vast open spaces, seemingly untouched by Boston's boom.

And anyone venturing into the area finds it afflicted with rough-cobbled streets, crumbling bridges and threateningly large and numerous trucks.

This is nonresidential South Boston, the odds-on favorite site for the city's next major wave of development.

Its potential importance to the city can hardly be overstated. Its possibilities are no less real than those that arose around the Back Bay a century ago, when that area

was just a bay surrounded by tidal flats.

Filled and developed, the Back Bay became an integral part of the city. Now, if the schemes and dreams of public planners and private developers are realized, what is today a virtual wasteland in South Boston could become as prominent.

The Massachusetts Port Authority, one of the major property owners, estimates that 13 million square feet of new developments could rise here by the year 2010 — most of it in the next eight years. About 7 million square feet of this would be office space — nearly four times the amount being built at International Place, which is Boston's largest office development so far.

Development of the Fan Pier and Pier 4, which is the immediate focus of those concerned with DEVELOPMENT. Page 3

- continued -

Developers look to South Boston; new construction wave is expected

■ DEVELOPMENT

Continued from Page 1

The area is so large that, if the full Massport projection were realized, there still would be space for further growth.

The northerly, nonresidential section of South Boston - what people sometimes call the Greater Fort Point Channel area - encompasses 956 of the neighborhood's 2,403 acres. It is 19 times the size of the neighboring financial district.

Roughly bounded by the Fort Point Channel, Boston Harbor, East 1st Street and Bolton Street, it historically was dominated by railroad and maritime activities that have been in decline for most of the century.

Now, to the development teams and businesses that have filled up downtown, it is coming to be seen as a land of opportunity that lies a stone's throw from their high-rise towers, for 600 of its acres are unused or underused. But it represents many other things to other interests.

To the maritime brokers, agents and truckers who are converting the warehouses on D Street into offices, the area is a refuge from the current wave of development that has forced them from their longtime bases on Broad Street.

To residents of South Boston, it is the turf on which vital issues for the future of their community will be decided.

Despite the diversity of such interests and concerns, there is very broad agreement that this will become a major development area. There are several reasons for that.

"You're talking about no-man's land here," said District Councilor James M. Kelly (Chinatown-South Boston-South End). "Our time and efforts have been preoccupied with the Fan Piers and

Environmental, housing and civic groups yesterday urged rejection of the final environmental impact report on the Fan Pier-Pier 4 project in South Boston. Page 70.

World Trade Center. We haven't got much idea what will happen in the middle."

There are very few current residents - some artists and condominium owners near the channel, and a few dozen longtime South Boston residents between 1st and Bolton streets.

There are plenty of weed-filled lots that almost everyone would like to see gone.

And there is broad agreement among government, officials, community activists and private interests about the needs and choices that must be faced.

"You could have a whole new city there - 20 million square feet," said George Macomber, who has broad experience in all kinds of development, from heavy industry to housing. "That would be too much. And not even 100,000 square feet can be supported until they straighten out transportation first and sewage second."

The roads, bridges, public transportation services and sewers essential to minimal development simply do not exist now. Without approval of the proposed third harbor tunnel and seaport access road for which the state is awaiting federal funding, the area's possibilities likely will shrivel.

Chances appear good that this funding will be provided, however, and the city and state governments have said they are ready to spend millions of their

own to create a new local street grid and modern sewage service. In addition, private companies already are pushing hard for creation of mass transit facilities and extension of modern utilities.

It also is unclear who speaks for the community - residents' groups? political leaders? The city in recent weeks has begun moving quickly toward creation of an interim planning district to cover the area with temporary zoning, and toward putting the citizens group created by the redevelopment authority to review the Fan Pier-Pier 4 project in charge.

How the redevelopment area and the existing South Boston community would fit together is a puzzle. Community leaders express a wide variety of opinions on whether office space, light industry or residential projects should dominate.

Kelly, for example, is dead set against housing. "I don't want housing in this area because it would change the character of South Boston," he said. "Housing would be for non-South Boston people. Look at Charlestown - it used to be like South Boston, and now everyone's in bow ties and five-foot scarves instead of scully caps." He thinks small-scale office buildings of the sort the city now actively encourages would be fine.

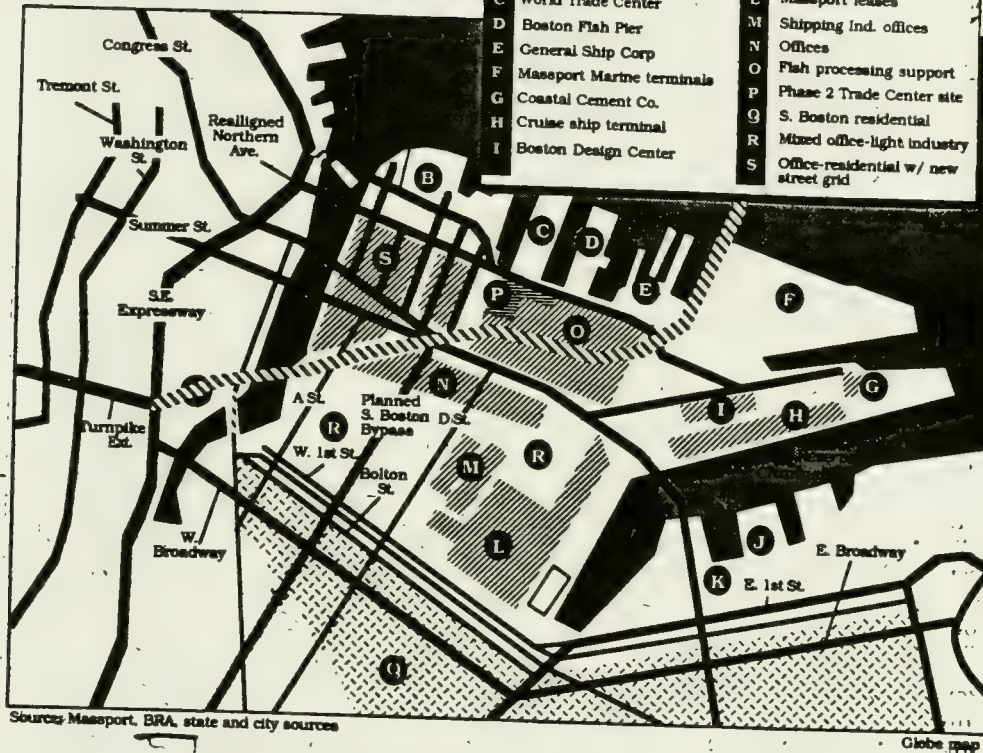
But Daniel Yotts, director of the South Boston Community Development Committee, thinks housing would be a good idea, at least along streets that separate the existing community from new development. And Thomas Butler, head of the South Boston Residents group, thinks light industry, with its likely production of blue-collar jobs for the immediate community, is the way to go.

There is a similar range of views about where the line between new development

- continued -

Boston Globe Jan 21, 1987

South Boston development area



and the old community should be drawn.

John Drew, president of the trade center, thinks the planned new seaport access road, which would slice across the center of the area, would form a natural divider. Several community leaders and developers think the line should be drawn at Summer Street. Consensus among members of the emergent, city-sponsored zoning group is that it should be at Bolton Street - which would maximize the area to be rezoned.

Douglas Foy of the Conservation Law Foundation, which seems on the verge of an attempt to stop all substantial development in the area, says all this is out of order.

"This is an enormously attractive opportunity for growth in the city, but there's a complete lack of coherent planning," he said. "I don't have the faintest idea what it ought to be, but I know we can do a much better job figuring out what it should be than we are presently."

South Boston

SOUTH BOSTON

Pier project creates concern about traffic

More congestion in neighborhoods feared

BOSTON GLOBE
BOSTON, MA
D. 502.928

JAN 19 1987

1350
By Diego Ribadeneira
Contributing Reporter

Despite assurances from state and local officials, some South Boston community leaders worry about the impact the proposed Fan Pier-Pier 4 development will have on the volume of vehicular traffic — especially trucks — traveling through their neighborhood.

They say truck and car traffic through South Boston is already too great, even without the billion-dollar project.

Billed as the largest construction project in Boston's history, the development calls for the building of hotel, office and residential space on 30 acres of waterfront property.

At a recent meeting with state and local officials, some community leaders said more is being done to facilitate travel to the development site than to ease congestion woes for South Boston residents.

During the City Hall meeting, city Traffic and Parking Commissioner Richard A. Dimino outlined several plans to improve transportation through South Boston. He argued that the proposals are designed to divert commuter and truck traffic from the residential neighborhoods.

Some of those plans include the reconstruction of the Northern Avenue Bridge; the reopening of the stretch of Dorchester Avenue near the Fort Point Channel that is controlled by the US Postal Service; and the establishment of a bypass road to keep trucks out of residential streets during construction of the development.

But plans for the Northern Avenue Bridge drew the ire of Daniel Yotts, a member of the Fan Pier Civic Advisory Committee, which was created by the Boston Redevelopment Authority.

Funded by the state at an estimated cost of \$15 million, the renovation of the bridge will increase its capacity for handling volume and weight.

Yotts said the plan was being undertaken for the benefit of Fan

Pier developers and not for South Boston residents.

"What I'm getting to is why the residential area is put on the back burner, but when you get closer to Fort Point, all of a sudden there is enough money," he said, referring to the fact that although the state Department of Transportation has run out of money to fund most new roadway projects, it has set aside money for the Northern Avenue Bridge.

"Why are we second-class citizens whenever it comes to this project?" added Yotts, a member of the South Boston Community Development Corp.

State Transportation Secretary Frederick Salvucci disagreed with Yotts' assessment, calling it "a real misinterpretation."

"It's not accurate to say this development caused these [planned transportation improvements]," Salvucci said. "These were conceived a long time ago. This ain't for the developers. This is for South Boston."

Besides the Northern Avenue Bridge, proposals also have been made to overhaul several other spans across the Fort Point Channel to South Boston, including those at Broadway, West Fourth Street and West Second Street.

Officials did not specify where funds for those bridges would come from. Another civic association member agreed that renovation of the bridges would ease traffic through South Boston but said that it would take too long.

After the meeting, Yotts said: "They weren't going to do anything about those [three] bridges until we started hemming and hawing. It's the same old story. More attention is paid to the development than to the interests of the neighborhood."

Responding to the concern of residents, the BRA has commissioned an engineering study aimed at developing plans to mitigate transportation problems that likely will be caused by the Fan Pier-Pier 4 development. The \$150,000 study, approved Jan. 8, is expected to take six months.

JANUARY 15, 1987

SOUTH BOSTON TRIBUNE

Salvucci Meets South Boston Residents

A group of 12 South Boston civic leaders, community activists and concerned residents met last week with State Transportation Secretary Frederick Salvucci to talk about the Central Artery/Third Harbor Tunnel project and related issues.

After welcoming the South Boston group to the recently opened down-

town offices of the artery/tunnel project, Salvucci gave an informal presentation, briefly explaining how the plan to widen and depress the artery and build a new harbor crossing will help solve local and regional traffic problems.

"The third harbor tunnel and seaport access road will provide a valu-

able part of the solution to South Boston's present traffic problems," Salvucci told the group. "The project is also designed to keep traffic generated by new development off of neighborhood streets, and on major highways where it belongs."

Salvucci also announced a shortened construction timetable. With the continued cooperation of local and federal officials, it may be possible to reduce construction by four years. The new tunnel will be open in 1994, both lanes of the new artery will be ready by 1996, and the entire project will be completed by 1998.

Fred Clark of Representative Joe Moakley's
continued on page 4

Salvucci Meets

continued from page 1

Salvucci's office told the group that the prospects for federal funding of the project are very good. He said that Representative Moakley expects the House of Representatives will approve the project in January.

A general discussion of traffic problems in South Boston followed. The South Boston residents

recommended that the City and State coordinate efforts to prevent motorists from using local streets to avoid congestion on the major highways. Salvucci said his office has offered to help the City pay for additional traffic control staff who could deal with this problem. He said that devising and implementing short-term traffic management measures to

keep the city moving will be an essential part of the artery/tunnel project. And he added that he will assign a staff member to attend the monthly meetings of the South Boston Traffic Committee at the Condon Community School.

Salvucci closed the meeting by saying he

hoped this gathering represented the first step in a continuing dialogue with the South Boston community. He invited anyone with questions about the Central Artery/Third Harbor Tunnel project to contact its Community Participation Program.

Controversy Arises Following Neighborhood Council - BRA Meeting

The question as to whether all meetings of the Charlestown Neighborhood Council should be open to the public arose following the Monday night meeting of the Council's Development/Housing Committee with the staff of the Boston Redevelopment Authority (BRA) in the site office in the Charlestown Navy Yard. 1350

Council President John Tobin said that he has gotten the sense from a few people on the Council and from people in the community that they think everything in the Navy Yard is a "done deal" and the Charlestown Neighborhood Council is making decisions without telling the community and "we're doing something very secretive."

"That's not the case," stated Tobin, "and I want to make that very clear."

Tobin explained that the Council is at the very beginning of a process that will take several months. He said, "All we are doing is trying to get organized and formulate some kind of a process on how we are going to work."

He went on to say that Monday night's Development and Housing Committee meeting, under the chairmanship of Tom Cunha, was the first in what will be a series of committee meetings on the Navy Yard. Tobin said that during the next two weeks, the Public Safety Committee, chaired by Dennis McLaughlin, and the Human/Basic Services Committee, chaired by Moe Gillen, will meet. The three committees will then continue to meet every three weeks.

Tobin stated that these preliminary committee meetings will provide an opportunity for Council members to talk to the BRA staff, figure out what some of the issues are, and decide on what committee they wish to serve. He said that he didn't feel that the deci-

sion by Council members as to what committee they would like to serve on, how often they would meet, and finding out who the BRA staff members they would be dealing with, was part of the public process. He also stated that he wouldn't expect each Council member to serve on all three committees and it was up to the individual to decide in what area they could best serve.

Tobin said that these preliminary committee meetings are "working meetings," allowing Council members to ask questions, get a grasp on what the BRA wants the Council to do and how they see the Council having input into the decision-making process. He said that he foresees the second round of meetings "involving the public and the press so that, at that point, people will know what is going on."

Tobin stressed that "we (the Council) are not making decisions, not taking votes."

In discussions with BRA Director Stephen Coyle, Tobin stated that he felt Coyle wanted the Council and the community involved in the planning.

Jim English of the BRA, told the Council at Monday night's meeting that the BRA would like to complete the Navy Yard master plan by September or October. Tobin said each committee would be meeting, asking a lot of questions, getting answers from the BRA, coming up with some proposals and, once they do that, urging the BRA to incorporate the proposals in-

to the master plan. He said, "I don't know if that's optimistic, but I think it can be done."

Tobin continued, "My sense is that some people would like to have every single meeting with 500 people saying density, traffic and parking are problems. That isn't achieving results. We know these are problems — that's a given. We have to talk about solutions in terms of where people ask intelligent questions, get intelligent answers, think about it and run it by the community." He added that he hopes that each committee will be consistent to some degree "so the public can rely on what we are doing."

According to Tobin, it is up to the individual committee as to when they will open their meetings to the public. He said they wanted to get the new members of the Council involved in the committees, noting that the members want to also handle issues other than the Navy Yard.

As to the Navy Yard plan, Tobin stated that he did not believe that the master plan was "concrete." He said that "it was clear at the meeting that their numbers are totally in flux and if they go out to the community at the beginning of the process with all these numbers, I think it is just going to cause more confusion and inflame people." He continued, "I am taking the BRA at face value and I think the community can make some decisions. You (the BRA) tell us the design concept with numbers and

S Boston
BOSTON HERALD
BOSTON, MA
D. 282,483

MAR 23 1987

NEW ENGLAND NEWSCLIP AGENCY, INC.

Flynn awards Hub land to Southie Dem

By JIM MacLAUGHLIN

THREE parcels of South Boston land have been awarded by the Flynn administration to South Boston Rep. Michael Flaherty and his relatives for development, according to a published report.

Flaherty, his brother John, and distant relative Joseph Santa Fe have been tagged by the city's Public Facilities Department to erect housing on vacant land in South Boston's Lower End, according to a report in today's edition of the Boston Business Journal.

Only four development awards were granted by the PFD last year, said the Journal, with three going to Flaherty and his relatives and the fourth going to a non-profit community group.

"It's not a matter of political favoritism," the Journal quoted David Williams, PFD spokesman. "It's simply a matter of them having the best proposals, with their developer having the best track record and with them also holding adjoining property that can be used to build more housing."



FLAHERTY

Although Santa Fe's designation is final, said the report, the awards to Flaherty and his brother must yet be negotiated with the city and the neighborhoods.

Flaherty, a Democrat, defended his getting the nod from the PFD by pointing out that he has roots in the neighborhood.

"You suddenly say I'm an elected official," said Flaherty. "So I'm supposed to do something different?"

Rep. Flaherty's parcel of land — the largest of the three — is 24,000 square feet located along Bolton and West Second streets, according to the report.

John Flaherty's 8,900 square foot parcel is also on Bolton Street, and Santa Fe's 2,000 square feet of land is on West Third Street.

Santa Fe, said the Journal, is a cousin of Boston Redevelopment Authority Board member James Flaherty, who in turn is a cousin to the Flaherty brothers.

DEC 24 1986

NEW ENGLAND NEWSCLIP AGENCY, INC.



The School Committee

Report

by Joe Casper

Casper Column

"Dares To Challenge"

1339
morning I am announcing my candidacy for an at-large seat on the Boston City Council. After weighing the options for other offices, most notably the mayor's race, I have concluded that a move to the city council will offer both a personal challenge to advance and grow as a public official, as well as a professional opportunity to serve the people of this city in a responsive and effective manner.

The City Council is the branch of government most directly answerable to the people of this city - it is, for all practical purposes - at the eye of the political process.

My decision to seek a seat on the City Council is motivated by another factor: it is my judgement after personal consultations with family, friends and advisors that my decision to seek this seat is both practical and in the best interest of the residents of this city.

In the interest of unity, and out of a sincere belief that the current administration must be challenged both with regards to its record of perfor-

mance and its methods of operation, I have made this decision to seek a city council seat. I accept the challenge and I welcome the responsibility. With regards to the City Council race of which I am now a candidate, I have a few observations to make.

I believe the present City Council must reassert its autonomy and independence and must once again assume its statutory role of equal partner in city government. It's time to challenge that "go along" attitude and to restore independence to the City Council.

I believe that the City Council must once again assert its primary responsibility of office, namely fiscal oversight, and separate itself from those who want it to be little more than a rubber stamp for programs and budgets which do not work, and is some instances actually work against the people. It's time to challenge the way we do business and to use the power of the budget to force the administration and city agencies to deliver services efficiently and effectively.

I believe the City Council must be a proactive body, not content to allow important agencies and departments to operate outside control of the city infrastructure, unaccountable to the people or its elected representatives. It's time to challenge those who condone legislative complacency, and for the City Council to reassert control through the Home Rule Process over those agencies and departments established by state statute, and to make city government once again responsive to the needs of the people of this city.

As a member of the Boston City Council I will "dare to challenge" the status quo. I will be the voice of those who want to see improvement in the way this city is run, and who are tired of being told there is nothing that can be done about dirty streets, abandoned automobiles, lack of housing, rising taxes, crime, poor planning and bureaucratic arrogance and delay.

I believe that City Council must reassert its role as overseer of the agencies and commission funds, by exercising legislative oversight over the rules and regulations of administrative agencies funded by the council. It is no longer acceptable to create agencies and commissions without any guarantee that once an agency is created it will be answerable to the people and their elected represen-

tatives again. As a City Councilor I will force the issue of council oversight over reviewing rules and regulations, and I will "dare to challenge" those colleagues who shirk their duty as elected officials.

I will challenge the status quo of the council, then work with responsible members in a cooperative effort to streamline our laws, to update the city code and eliminate those ordinances which are ineffective and outdated.

I will seek to review all members of existing agencies and commissions in the city and to withheld funds for those agencies not responsive to the wishes of the people. I will work with responsible City Councilors to rewrite the laws governing housing; to rehabilitate as well as to create housing in the public sector at rent levels everyone can afford. Working with responsible city councilors I will seek to restructure the Boston Housing Authority, and I will insist that the administrator bring quality and excellence to those units it controls. This must be done quickly, and effectively. I will work for a new management structure which will increase the number of personnel in its maintenance and police units, in whose responsibility the care and safety of all BHA tenants rests. Our city's public housing tenants are not fooled by empty promises and rhetoric. As

your City Councilor I will deliver exactly what I promise to these residents.

I will continue to work closely with the school department to bring quality education back to the Boston Public Schools. I promise that I will do everything in my power to send a clear and unmistakable signal to those who would cause disruption and violence in our classrooms - their days are numbered! And I will prod the administration to stand behind the Superintendent in court and before the state legislature to secure once and for all the kind of laws which favor our teachers and educational order in the classroom.

I will work with my colleagues on the council to draft a Home Rule Petition to bring the police department back under the full control of the City of Boston, to make its officers and personnel directly accountable to the city officials for their performance and conduct on the job.

I will work with the City Council in a cooperative effort to regain control of the Boston Redevelopment Authority and make that agency responsive, financially as well as managerially, to the elected representatives and people of this city. I will do this through proposing a Home Rule Petition.

Our neighborhoods can be protected and our housing stock can be continued on page 12

maintained - but people must have confidence that their Mayor and the City Council know what they are doing. They must have confidence that the mayor and the council are not social activists - captivated by extremists from either side; that their elected officials view of the future is the vision of the people of this city; that their mayor and council will listen to voices from the business community as well as from the neighborhoods, and will know how to compromise for the benefit of both, for the good of us all. The people must have confidence that city hall listens and is responsive to their needs, and speaks loudest with

I challenged the "old boy" network and fought against telephone poll votes, forcing my colleagues on the school committee to make school policy in public and not in secret over the phone.

I rewrote the student safety code to make the schools safe for all students, and fought to provide safe transportation. I exposed the process of hiring school bus drivers with criminal records. My motions to place bus monitors on all school buses to reinstate disciplinary schools to establish a system-wide drug and alcohol prevention program for students were all passed by the School Committee.

I was instrumental in bringing a new superintendent to the school system and saw to it that substantive changes in the way departmental decisions affecting quality education were made.

I led the fight to oppose the distribution of birth control devices in the Boston Public Schools and developed a comprehensive plan for student safety.

I fought consistently to force my colleagues on the school committee to admit that violence and drug abuse was prevalent in our public school system and that hiding our heads in the sand was not the answer to this growing concern. By exposing incidents of weapons and violence I have been and continue to be at the forefront of change in the Boston Public School

System.

I am proud of my accomplishments as an outspoken member of the Boston School Committee, and am confident that I can bring the same positive attributes to the Boston City Council. I will "dare to challenge" practices, policies and procedures which I feel do not

serve the public's interest. I will speak honestly and candidly about issues of public importance and I will insist that the administration share the responsibility of government with this elected body.

Maybe we can't make the city perfect, but we certainly can work together to make it better.

Your presence alone will make a statement of community involvement and concern for what goes on in our neighborhood.

Secondly, if you are asked to sign our petition opposing this project, please do so. If you see the petition in a store, please sign it. We will begin circulating these after Christmas. At the meeting on January 12 we would like to present these petitions to the MWRA.

In conclusion we should be reminded that on this and all issues affecting South Boston, it is only when all the people of South Boston become united can we be certain that... They are listening.

DEC 24 1986

NEW ENGLAND NEWSCLIP AGENCY, INC.

They Are Listening To Us

Report Of The South Boston Residents
Group

By Gerry Vierbickas, President

This month's meeting on transportation problems in South Boston brought over three hundred residents to our meeting (a lot of help was given by The Information Center). Also attending was the Registry of Motor Vehicles, Boston Traffic Commissioner Richard DiMino, The Boston Police, and the MDC Police. As many of you know it was covered in detail by all of the T.V. news stations and newspapers.

The focus of the meeting was to bring to everyone's attention our traffic problems; and to find some solutions as to how we can get the commuter traffic to stop using Southie as a short cut to downtown, and to have the truck route changed.

Since that meeting I've noticed a lot more enforcement by the Boston Police and the Registry Inspectors. In fact Deputy Paul Bankowski has had the special O.P. unit (motorcycles) patrol. However, what even more significant is that Stephen Coyle of the Boston Redevelopment Authority is listening to our cries for help. In an article in the weekend paper a source was quoted saying that South Boston residents are concerned about the impact of the development.

In a weekend editorial a newspaper endorsed the return of Dorchester Avenue to help alleviate commuter traffic through Southie. As many of you know, this idea has been talked about for years.

It is critical for the people of Southie to comprehend what our community is in for in the coming years. While the projects are too numerous to cite I must mention that the MWRA is proposing to build an "On-Shore Water Transportation Facilities." This is to transport construction materials, equipment, operational supplies and construction workers needed to support the construction of new wastewater treatment facilities on Deer Island and Nut Island. This will be a ferry/barge type operation. Now you may

be wondering why the MWRA wants to bring all of this heavy truck traffic into South Boston. Quoting from the MWRA's summary of this project sums it up, "The proposed project is intended as a mitigation measure so that large volumes of vehicles will not congest local streets in Winthrop and Quincy." As President of the Residents Group I formally opposed this in writing with the Executive Office of Environmental Affairs.

This project will bring in hundreds of additional trucks on our South Boston streets. The design and construction of this facility will take 18 months. Meanwhile, construction of the new treatment facilities on Deer and Nut Islands is expected to begin in 1990 and proceed through 1999. So, for over ten years, we, as residents of South Boston are expected to hold our noses while a hundred trucks per day travel in and out of South Boston carrying excavated material, sludge, grit, process equipment, bricks, demolition equipment and what-not endangering our children and our neighborhood. And why do we have to endure this? So that the residents in the communities where these plants are being constructed don't have to.

The decision to locate this facility in South Boston is not etched in stone...yet.

There were originally 27 sites chosen for possible location. The least suitable sites were eliminated from further consideration. A reduction down to four viable alternative sites was made. Two of these sites are in South Boston. They are the South Boston MBTA Power Station (on First Street) and South Boston Pier 6. The other possible locations are in Quincy at the General Dynamics Shipyard and Charlestown at Piers 48, 49, & 50. So we can still influence the MWRA in choosing another location. This can be done in two ways: First of all, you can attend our meeting on Monday, January 12, 1987 at 7:30 pm in the Tynan School. Upon the Residents Group request the MWRA has agreed to send someone to this meeting to make a presentation.

It seems logical that the MWRA will be gauging community opposition by attendance at this meeting. Come and express your opposition.

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DEC 20 1986

NEW ENGLAND NEWSCLIP AGENCY, INC.

Restoring Dorchester Avenue

1360
When the smoke clears from the eruption by Boston Redevelopment Authority Director Stephen Coyle over development along the waterfront, the most useful object to reappear could be Dorchester Avenue between Summer Street and Broadway, and not a year too soon. The city deserves recovery of this useful link between downtown and the rest of the city.

Dorchester Avenue was sold to the Postal Service when its annex at South Station was expanded. The sale required the misplaced generosity of then-Mayor Kevin White, who acceded to the notion of making Dorchester Avenue a parking lot for the Postal Service, sacrificing an artery that had served the region for generations.

The rationalization at the time may have made sense. The Southeast Expressway, when it opened in 1959, seemed to replace Dorchester Avenue and Old Colony Boulevard as major commuter links.

Today, particularly with impending development of the region just south of Fort Point Channel, the city needs as much traffic flexibility as it can achieve. The Dorchester Ave-

nue stretch, unavailable to the public, should come back into play.

This restoration could deflect commuting traffic from the heart of South Boston. Motorists frustrated by congestion on the Southeast Expressway use various routes through South Boston to reach Morrissey Boulevard en route to the southern suburbs.

The addition of 7500 jobs on the Fan Pier project, along with economic development along the waterfront to the old Boston Army Base, implies a steady growth of traffic in the area. Not all of this will be net addition, since large numbers of cars already park in the area at low-priced lots, but some growth is to be expected.

Other help is on the way, to be sure. The link between the Massachusetts Turnpike and the proposed tunnel to Logan Airport should siphon off much traffic by the mid-1990s.

Dorchester Avenue, by contrast, could be reopened in short order and contribute to current as well as future traffic solutions - provided the city can reacquire title to it from the Postal Service.

S. Boston

JUL 30 1986

NEW ENGLAND NEWSCLIP AGENCY, INC

STANDING FIRM

In face of development, South Boston wants to hold its own

By Ethan Bronner
Globe Staff

1350
South Boston, once an island in fact and still largely an island in spirit, is resisting political and economic forces that threaten its tradition of proud parochialism.

Massive real estate and commercial development, the arrival of young professionals and a native son mayor urging unity and cooperation are meeting circumspection and even a measure of defiance in the community.

"Sure, we have Yuppies moving into condos," said Rep. Michael F. Flaherty (D-South Boston). "And six Oriental restaurants have opened up in Southie

in the last four years ... But we believe we are a unique breed and that will never change. What outsiders think of us will also never change. To this day, when you say you are from South Boston people cock their head and say, 'Oh, you're from there.'"

The political and economic changes affecting the area are profound. Its aged housing stock is undergoing renovation, empty lots are filling with new townhouses and the area's mostly working-class Irish and ethnic white residents are watching a number of outsiders move in. There were 105 condominium deeds filed for South Boston last year compared

with 28 in 1984 and three in 1982, according to the Boston Redevelopment Authority.

Massive commercial and transportation developments are planned for the harbor, promising still greater upheaval.

For the first time, a South Boston native is mayor. Raymond Flynn has brought from his neighborhood to City Hall a police commissioner, a fire commissioner and several of his key aides in development and planning.

Though insistent there is no favoritism, Flynn aides point to such improvements as renovations for the L-Street Bath House
SOUTH BOSTON, Page 16

South Boston standing firm on development

■ SOUTH BOSTON

Continued from Page 4

on Day Boulevard, new fire trucks and a commitment for a new police station, one of four in the city. These constitute the largest capital improvement in decades for South Boston.

Moreover, neighborhood activists maintain that American society has moved closer to the values of God and country that dominate the conservative, Catholic culture of South Boston. Vietnam War veterans, so well represented in South Boston, which lost 25 of its sons, are no longer shunned, and even some liberals now concede that court-ordered busing to achieve desegregation has not proved to be a panacea for the problems of Boston's public schools.

Impact of national trends

The impact of these trends on the South Boston psyche is hard to measure. To a few in "Southie," the neighborhood is following an inevitable path toward greater integration with Boston as a whole.

"I think there is a greater feeling of acceptance today," said Martin Nee, former president of the South Boston Irish American Association. "Positions aren't as polarized now. Maybe passions haven't cooled as regards busing, but people have ... gone other ways. You don't hear the vocal anger anymore."

But in the view of most people, "Southie" continues to cultivate a defiant insularity and a profound mistrust of outsiders. Blacks say they still feel uncomfortable there. Some South Boston analysts say that what others see as racism is simply fear of outsiders, with the black person representing in some fashion the ultimate outsider. Others say the anger produced by school desegregation was directed at blacks because they were coming in to the school - South Boston High - which was for so long a symbol of neighborhood pride. Of the more than 30,000 residents of South Boston, only a handful are black.

"The people of South Boston still have strong suspicions and resentments," said City Councilor James Kelly. "We don't have



Globe photo/Ray Owens

Townhouses are under construction at C Street and West 3d Street in South Boston.

short memories. If we don't protect ourselves, no one else will. That was the mentality in Southie 30 years ago and it still is. I hope the Irish sense of 'us and them' will always be there."

Added a local priest, "I don't hear people asking City Hall for help. They say, 'Leave us alone.' A lot of people would run up the Broadway bridge and be content to go it alone."

Flynn won his neighborhood overwhelmingly in the 1983 mayoral race but South Boston leaders believe he is less popular there today because he has distributed his attention around the city.

"People here expected too much too soon because he is from" the neighborhood, said Thomas Butler, president of the South Boston Citizens Association. "There was this feeling that here was their neighbor Ray and they couldn't get what they wanted."

Michael McGoff, a commercial artist who was president of his

senior class at South Boston High School in 1978, said, "Over the years, we've always had somebody famous from South Boston, [former House Speaker] John McCormack, Cardinal Cushing and [Senate President] Billy Bulger. It doesn't really matter to us. People in Southie ... have to watch out for themselves."

Butler, McGoff and others see that attitude as likely to prevent the neighborhood from going the way of the West End and the North End, where lower-income natives have been pushed out in larger numbers by real estate investors and newly installed professionals. They believe that South Boston's sense of territory and mistrust will protect it.

Patrick J. Loftus, who is writing a folksy history of South Boston entitled "That Old Gang of Mine," said, "As the song 'Galway Bay' says, 'Strangers came and tried to teach us their ways.' Southie people feel victimized for good historic reasons. They believe the land is theirs, not Dukakis', not the Globe's. That's the only thing they have in the whole wide world apart from their families."

Source of outlook

That outlook, natives contend, stems from the Irish roots of about half of South Boston's residents.

"South Boston may be the westernmost county of Ireland," said an official from the neighborhood who asked for anonymity. "There is a skepticism to the Celts dropped on foreign shores that won't easily be lost. The Irish in Southie are in great measure from the rural west, from counties like Galway, Mayo, Sligo and Clare. They were pushed out due to poverty. They came with very few skills, with a cynical eye and a biting sense of humor."

According to the Boston Redevelopment Authority, 63 percent of South Boston residents have lived in the same neighborhood for at least 30 years, the highest percentage in the city. The median household income in South Boston, East Boston and Charlestown (figures do not exist for the neighborhoods separately) is \$13,800 compared with \$19,250 citywide.

South Boston's leaders say they are most concerned about maintaining their way of life. Kelly said, "I'm convinced South Boston will continue to be worth fighting for as long as we can control our own destiny and stick together. We've survived some tough battles and we're not through yet."

Subaru to build facility; community protests

by Jean Reisman

The Massachusetts Port Authority has approved a controversial lease allowing Subaru Distribution Corp. to build a \$2 million car-processing facility in South Boston. The 18-month lease, expected to be signed within a month, was initially opposed by South Boston residents who objected to encroaching industrial development in their neighborhood.

The agreement, worth at least an additional \$40,000 a year to Massport, allows the company to relocate its base of operations from Castle Island to 5.8 acres of a 10-acre site off Summer Street.

The company hopes to expand the facility when the lease of another business on the site, Intransit Container Corp., expires in 1988, according to Steven Pugliese of Foreign Auto Servicing, a subcontractor who runs the Castle Island operation for Subaru.

Representatives of the Japanese automaker said it has outgrown its current space at Massport's Castle Island terminal, where it prepares cars for final delivery by installing options, rustproofing and run-

ning them through a car wash.

South Boston residents said they're opposed to Subaru's move because they're worried about the continued creep of car-go-handling businesses deeper into the neighborhood.

"We should be trying to keep industry on the waterfront side of Summer Street," said Dan Yotts, director of the South Boston Community Development Corp.

Yotts argues that with intensive waterfront development—like the World Trade Center, the Design Center and the proposed Fan Piers project—port-related industrial uses are being pushed into the neighborhood, condemning the area to blight and increasing its traffic problems.

In the deal between Subaru and the neighborhood, Subaru agreed to move its cars from the docks to the new site via a service road, thereby reducing traffic on heavily-traveled Summer Street.

From the lot, the cars are moved to dealers in New York and New Jersey by truck.

Subaru also shelved plans to allow the public to use the car wash at the facility. The scheme was meant to offset construc-

tion costs of the new facility by making an estimated \$100,000 a year.

Residents opposed the car wash because they said it would be a magnet for more traffic at the site.

Pugliese said the distributor may put the plan "back on the table" during future community meetings.

Subaru representatives contended at public hearings about the lease that the new facility would relieve traffic problems.

The cars are now driven nine miles from the docks through neighborhood streets to four sites in South Boston, they said. That mileage, they explained, nearly 150,000 miles a year, would be eliminated when the new facility is finished.

Massport attempted to appease the neighborhood by promising to study a program for job placement of residents with port tenants and the authority. Port director Anne Aylward conceded the number of South Boston employees is "infinitesimal."

At its current facility, the distributor employs 160 full-time workers and 50 part-time people.

Massport also made a down payment

on community good will by donating air conditioners and videocassette recorders to some South Boston senior citizen centers.

However, it ignored a neighborhood demand that the authority fund an independent consultant to look at alternative sites for Subaru and long-term land uses around the port.

South Boston City Councilor James Kelly said he was satisfied with the outcome of the community's negotiations. "Massport says it wants to be a good neighbor," he said, adding, "I think that's a positive step. They know the people of South Boston are there and concerned."

Yotts, however, is skeptical. He described Massport's concessions as "throwing us a bag of groceries."

"The only real protection for the neighborhood," he said, "is for the city to change the stupid zoning."

The city is in the process of drawing lines for a temporary zoning district for waterfront neighborhoods to help control development while the entire city is re-zoned.

Jean Reisman is freelance writer living in East Boston.

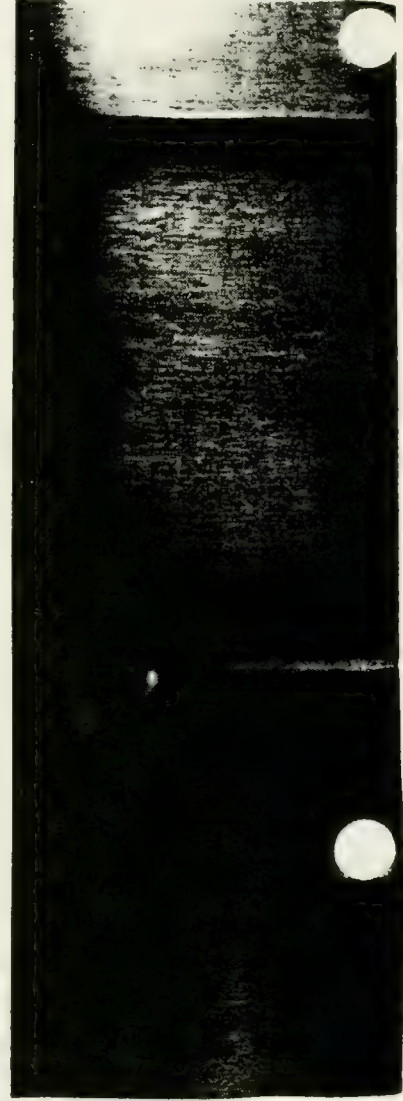
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MAR 9 1986

NEW ENGLAND NEWSCLIP

BOSTON

Fort Point Channel: a Tomorrowland?

Some in Southie are wary of BRA's visionary plan

By John Powers
Globe Staff

The colored maps, depicting a Fort Point Channel of the dreams, are stacked in a Boston Redevelopment Authority meeting room. Staffers have been churning out draft studies, interim reports and projections for months now.

All of this is "conceptual," BRA planners are quick to say. Twenty-first century stuff. But the fact is that the 21st century is only 14 years away.

And as Boston's central business district grows short of sites for new office towers, developers are looking across the channel in South Boston, only a brisk walk from the financial district, at 600 acres worth of old brick warehouses and vacant lots. A perfect place, builders and City Hall visionaries say, for millions of square feet of new office, retail and residential space — a new downtown community by the sea.

Yet for the next quarter century, that land will also be a battle site for skirmishes among city, state and federal agencies, the Massachusetts Port Authority, the MBTA, private developers, preservationists, artists, South Boston residents and commuters.

Public-policy battle begins

The opening tussle has already begun over the \$1 billion complex proposed for

the Fan Pier and adjacent Pier 4, a project of more than 5 million square feet, including a 500-foot-high hotel, office towers, residential and retail buildings, parks, walkways, marinas and parking for up to 4,700 cars. The scale of the proposal has already sparked debate over fundamental public-policy issues running from design and public access to density and traffic issues.

In the pier area, and in the Fort Point Channel area in general, there hasn't been such a natural site for a public-private tug of war since the New Boston was conjured up in the late '50s — mainly because there hasn't been the chance for urban planners and developers to work on such a grand scale.

Not since it filled in the Back Bay a century ago has the city had the chance to play with so much open space, to create a new district. BRA researchers say that, in the next 15 years, the Fort Point Channel area could provide more than 40 percent of the new jobs predicted for downtown Boston, 7 million square feet of new office space in both renovated warehouses and new towers, and as many as 17,000 new housing units — all in what is now a virtual sleepy backwater area known to fishermen and truckers, loft artists and dock workers.

But the price of supporting that new district will be several billion dollars worth of bridges, roadways and transit

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Continued from Page A21

acks. Most of those projects have been in planners' wish lists for 20 years — a third harbor tunnel, a seaport access road linking it to the Mass. Turnpike extension, a bypass road around South Boston, a new Northern Avenue bridge. Not to mention a Red Line spur from South Station, full-time bus lines, shuttles and people-movers."

"They're talking about a monorail," says South Boston resident Daniel Yotts, a member of the BRA's civic advisory committee studying the Fan Pier-Pier 4 proposal. "Like Disneyland."

More specifically, Tomorrowland. But even without new infrastructure, the channel area has been coming alive for several years. People are already living in pricey condos along Sleeper Street, and a number of 19th-century warehouses along Congress and Summer streets have been turned into more than a million square feet of office space, which rents for half of the going rate downtown of \$34-40 a square foot.

How much is too much?

Beyond that, Cabot, Cabot & Forbes plans to redevelop the 24 open acres it owns across from the Fan Pier with a key mix of office, residential and retail space, some of it high-rise. And New York developer Dan Rose and his British partners want to renovate their 70 Boston Wharf buildings that sit on 33 acres.

So how much new building can the Port Point Channel take? And how quickly? "We all agree we want development here," says Adel Foz, director of planning for Massport, which has its own expansion plans for the Commonwealth flats further down Northern Avenue. The question is, at what rate does it happen? That's our major worry — that the development happens so fast that the infrastructure can't handle it."

The biggest obstacle to reviving the channel area is its geography. South Boston is hemmed in by water to the north, east and south and by the expressway to the west. To reach it from downtown, you have to cross one of several bridges built for the Model T.

"There's more land over there to put buildings on," says Thomas Ennen, a member of both the BRA's Harborpark and Fan Pier-Pier 4 committees. "But everybody's got to get in and out the same way."

The new Northern Avenue bridge is supposed to be in place by the end of the decade. But the rest of the infrastructure projects are free-floating in Fantasyland, while everybody waits for somebody else to move.

The seaport access road is little more than a plan and a promise from the state.

The MBTA has yet to begin pricing how much a Red Line extension or new bus lines would cost or whether they're even feasible. And the state is still nudging Washington to make up its mind about the tunnel and the depressed Central Artery.

The tunnel is hung up in a wrangle about who will fund how much of it and whether it should be paired with the artery. That question, which may or may not be settled this year, has made for friction between the State House and City Hall. As long as state Transportation Secretary Frederick Salvucci insists that the projects be paired, city officials grumble privately, nothing will move.

Until the tunnel issue is resolved, nobody will be building much of anything big along Fort Point Channel. So the Fan Pier-Pier 4 developers (HBC Associates and The Boston Mariner Co.), who are first in line, may have to spend several million dollars laying down their own infrastructure before they get a commitment from the state.

"They're gambling with some bucks," says Lawrence Dwyer, who chairs the BRA's advisory committee for the \$850 million project. "The developers face a real risk here."

So they're pushing hard to get something, anything, moving. The first step — a master plan for a planned development area designation for the 35-acre office-hotel-condo-retail complex — was rubber-stamped by the BRA board this month. BRA director Stephen Coyle insisted that the approval amounted to little more than a zoning change, from waterfront industrial to mixed-use. "To assure them that nobody will be opening a fish cannery next door," he said.

But the pier plans, coming on top of the development already happening along the rest of the South Boston waterfront, have the citizenry worried. "People are upset," says Yotts. "They're concerned about the whole area. The development up there continues to encroach on us."

The adjacent neighborhood is already feeling the traffic effects from the newly opened World Trade Center, from Massport's Conley containerized cargo terminal, from the redevelopment of the Fish Pier, from the Boston Marine Industrial Park and from the new industrial park at the old Army Base.

Beyond that, two new towers are proposed for the site across from the World Trade Center, plus another building at the Northern Avenue end of the Fish Pier.

Even without the Fan Piers-Pier 4 complex, peak-hour traffic at a number of intersections along Atlantic Avenue and throughout South Boston will be near a standstill 10 years from now, urban planners predict. While developers talk airily about drivers shifting to the T, planners and public officials are less sanguine.

"While 4,000 feet (from South Station

to the Fan Pier) is a reasonable walk on a fine spring day, it will divert few automobile drivers in February," a skeptical James Hoyte, state environmental affairs secretary, wrote last month, while commenting on the developers' draft environmental-impact report. Hoyte was particularly concerned about the traffic that would result from the density of the project.

Those drivers will be competing for fewer parking spaces, since several thousand spots will vanish when the Fan Pier and the Cabot, Cabot & Forbes land is redeveloped. "The crunch will go on," predicts Alf Howard, the BRA's chief transportation planner.

South Boston residents concerned

South Boston residents, who already see their main streets clogged with traffic, are bracing for the worst. They figure that commuters will still drive, and that they will avoid an increasingly-clogged Central Artery and choose a "mouse-in-a-maze" route through their neighborhoods, turning A, D, L and other streets into logjams.

City officials have told them it won't happen, and have promised to do a transportation study. But Southie people are worried about more than traffic.

Most of the new housing units in the channel area will be luxury-level, designed for professional couples who'll walk to high-paying jobs. Three-quarters of area residents rent their homes, and a third live in three-deckers that are obvious targets for condo conversions. So they fear that rising property values will either force them out of South Boston or keep their children from buying in.

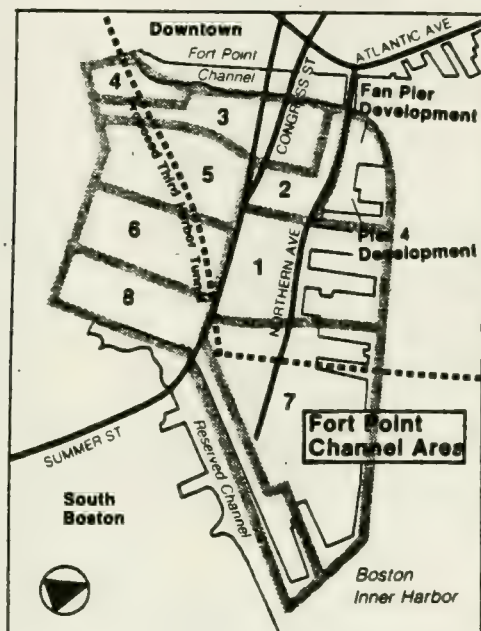
"Most of us live in hand-me-downs we got from our parents," says Yotts. "But my kid just got married a few weeks ago, and she can't afford to buy here. Around City Point, you're talking close to \$200,000 for a three-decker."

The plans for Fort Point Channel may be conceptual, but the apprehensions are real. Southie people concede that they can't turn the clock back to 1910, when rail lines sprouted from the piers and the brick warehouses were stuffed with wool.

Besides, they can use the jobs the new development will bring. During the '70s, South Boston lost 16 percent of its work force, and, as of 1980, two-thirds of the residents made less than \$20,000. If the neighborhood has to swallow a few million square feet of office space to get better bridges and bus service, a bypass road and a traffic plan, committee representatives feel, it may be worth the tradeoff.

So the community has been giving the pier projects a cautious go-ahead during the preliminary stages. "Our position is that we'll let out a little bit of rope and see what happens," says Dwyer. "But the bottom line is, we're not going to see the quality of life get skewed here just so some people can do development."

PLANNED USAGE FOR AREA



GLOBE MAP BY STEVEN NELSON

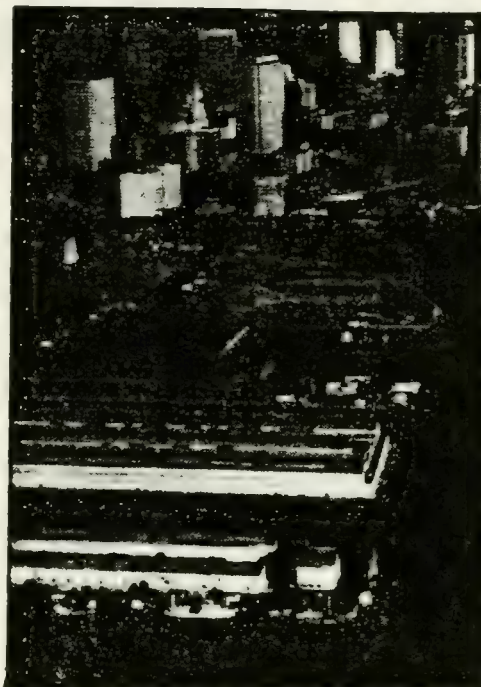


PHOTO: ALEX MACLEAN / LANDSLIDES

Area 1 includes Commonwealth Pier 5, Fish Pier 6, and Commonwealth Flats, owned by the Massachusetts Port Authority. Businesses range from restaurants to warehousing, fish processing plants, an outdoor salt storage area, parking, offices and retail space, uses expected to continue in the near future. Additional facilities for the new World Trade Center at Commonwealth Pier 5 are being planned for Commonwealth Flats across Northern Avenue. Additional office space is planned for the renovated Fish Pier buildings and a new building at the south end of Fish Pier at Northern Avenue.

Area 2, a vacant property formerly owned by the Penn Central Railroad, is currently a parking lot under disputed ownership by Cabot, Cabot & Forbes. The developer's plans consist of large office development with ancillary retail uses. The initial phases, forecast for 1995, include 500,000 to one million square feet of office space and 1,000 parking spaces.

Area 3 includes approximately 6.2 million square feet of existing space owned by the Boston Wharf Company. More than half is used for warehousing and industrial activities. Several buildings are being converted to residential and commercial uses. There are no plans for significant new construction here.

Area 4 is dominated by the Gillette Company with approximately 1.5 million square feet of manufacturing, research and office space. Land use here is not like-

ly to change significantly over the next decade.

Area 5, former Penn Central Railroad property, is used for parking, transportation (some rail service remains) and distribution by the US Postal Service, which leases warehouse space for mail processing.

Area 6 is a mix of office, commercial, industrial and storage buildings under varied ownership. No substantial development is expected over the next decade, although the long-term development potential could be significant.

Area 7 is a former military base owned largely by the Economic Development and Industrial Corporation for the Boston Marine Industrial Park, supporting primarily light industrial and fish processing uses in over 2.5 million square feet of built space. One new use is the Building 114 Design Center for manufacturing, showrooms and office uses by local design firms. By 1995, additional light industrial and office space will likely be constructed as part of the Harbor Gateway project.

Area 8, also a former military base, is owned by Massport and contains industrial and warehouse buildings. Other than the relocation of the cruise ship terminal here, no other major development is anticipated by 1995.

Source: Draft environment-impact report for the Fan Pier/Pier 4 project.

DATE MAY 1984

South Boston

City promises access to new housing units

Brian Wright O'Connor

A controversy over opening access to city-supported housing units in South Boston to minorities has helped prompt the Flynn administration to include far-reaching affirmative action marketing guidelines in its fair housing plan.

The Massachusetts Commission Against Discrimination (MCAD) recently reached an agreement with

the South Boston-based developer of 18 condominium units in Andrew Square to set aside four units for minorities.

The Andrew Square project, developed by the Bricklayers Union, was originally designed to be limited to South Boston residents. The MCAD, in filing a complaint against the developer, argued that with only 15 minorities among the area's 30,000 residents, the marketing plan was discriminatory.

The controversy divided those who support neighborhood control and those who favor city-wide equal access, even to neighborhoods where minorities have not been traditionally welcome.

"I can assure you that if city resources are involved, then affirmative marketing is required."

—Ernest Gutierrez

MCAD's entry into the controversy saved the Flynn administration from taking a public stance against the marketing plan put together by the union, which has been supportive of the mayor.

The Andrew Square condominiums were built on the site of a public school building torn down several years ago. The property was transferred by the city's Public Facilities Department to the developer without any requirement for affirmative action marketing.

The use of a publicly-owned site for the project was a key element in

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• Southie

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the argument to open the units to minority residents of Boston who are equal owners of city property.

In the meantime, the city has been putting together a Fair Housing Plan to satisfy MCAD, which has been holding back state discretionary funds until the city upgrades its plan to include, among other things, stronger affirmative action marketing requirements for city-assisted projects.

Ernest Gutierrez, the executive director of the Boston Fair Housing Commission, said earlier this week that affirmative marketing requirements would be instituted in all the city's housing-creation agencies — the Boston Redevelopment Authority, the Boston Housing Authority and the Public Facilities Department.

"I can assure you," said Gutierrez, "that if city resources are involved,

then affirmative marketing is required."

Gutierrez also said the Fair Housing Plan being re-submitted to the MCAD would have "a far-reaching affirmative marketing program."

MCAD Chairman Alex Rodriguez said earlier this week that community agencies in minority neighborhoods along with minority publications would be used to market the four units being set aside in the Andrew Square project. "The housing is accessible and there are four units set aside for up to 60 applicants," he said.

The condominiums, costing about \$70,000 each, can be financed with the help of low-interest loan money from the Massachusetts Housing Finance Agency, said Rodriguez, emphasizing that the Andrew Square units are located closer to Uphams Corner than Castle Island.

Several other housing projects being developed in South Boston from vacant school buildings already include affirmative marketing guidelines, according to developers.

The John Boyle O'Reilly School on Dorchester Street near Andrew Square is being converted into elderly housing with the assistance of federal funds. The developer, the National Association of Government Employees, is required by federal law to include affirmative action plans for both construction and marketing.

Renaissance Properties of the South End is developing both the Bigelow School on West Fourth Street and the Tuckerman School on L Street into moderate-income rental housing units. According to Renaissance President Roger Tackeff, affirmative marketing plans will be in place for both projects.

Rodriguez said complaints about "neighborhood only" marketing plans for projects in Roxbury have so far yielded no facts to substantiate the allegations. Referring specifically to units being developed by the Garrison-Trotter Neighborhood Association, he said there is no evidence that units are not open to all of Boston's residents.

*Restrain the mind and meditate on your own inner Self.
At the appropriate time, with discipline, allow your senses to perform their actions.*

—Swami Muktananda—

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MAYOR ANNOUNCES \$400 MILLION DEVELOPMENT PLAN ON WATERFRONT

Mayor Kevin H. White recently announced that Anthony Athanas, owner of Anthony's Pier 4 Restaurant, and an affiliate of the Hyatt Corporation have agreed to move forward with a program for studying a \$400 million multi-use project on an 18-acre site adjacent to the Pier 4 Restaurant, on Boston's waterfront.

The preliminary concept for the development includes a convention hotel with approximately 1,000 rooms, 800 to 1,000 condominiums, retail shops, office space, and extensive marina facilities.

Mayor White, joined by Mr. Athanas and A. N. Pritzker, vice-chairman of the Hyatt Corporation, unveiled preliminary studies for the proposed development at a press conference attended by leaders of the Boston business community.

Under terms of his agreement with HBC Associates, Mr. Athanas maintains an ownership interest in the project, which covers Piers 1, 2, 3, north of Northern Avenue, between Pier 4 and the Fort Point Channel. HBC Associates is a joint venture of HT-Boston, Inc., the Hyatt affiliate, and Carpenter Properties, Inc., a Boston real estate firm headed by Richard Friedman. Hyatt Hotels Corporation would manage the new hotel.

Mayor White said, "The inner harbor, particularly the area south of Fort Point Channel, is Boston's 'New Frontier' for the rest of this century. A city which grew up along the water's edge is steadily reclaiming its heritage all along the harbor. The public-private partnership we are launching here represents one of Boston's boldest, most dramatic moves towards becoming one of the great water cities of the world.

"Nineteen years ago, when Anthony Athanas opened Pier 4 and began acquiring land in this area, he was one of the few people in town who could imagine a future for Boston's waterfront. He was — he remains — an urban pioneer in every sense of the word.

"We are proud and pleased that Mr. Athanas has joined forces on this exciting project with a fine local developer, Dick Friedman, and Hyatt Hotels, a firm known for the quality of its operations.

"More work is needed to refine this initial plan and to obtain necessary approvals and financing. I am confident that this land, now vacant, will become a new and vital part of our waterfront, generating new tax revenues and new jobs."

Mayor White noted that projects of this kind proposed for Piers 1, 2, 3, were

important to the fiscal well-being of Boston because new development represented the only means for the city to generate additional tax revenue.

According to Mr. Friedman, "The next steps involve working with public agencies and interested citizen and business groups while seeking financing for the project. Construction could start as soon as 1984. We also will be refining our master planning and identifying and selecting potential joint venture partners, architects, and contractors."

The conceptual plan calls for the existing land mass to be altered so that a new cove is created to accommodate boats, wharves, water taxis, and other marine activities.

The residential units and hotel would occupy the perimeter of the site and a public walkway will extend along the edge of the inner cove. In this way the walkway will be protected from winds off the harbor and provide direct public access to the marina, retail/office space, housing, and other amenities that are part of the proposed development.

BRA Director Robert J. Ryan said, "The preliminary plan for these piers is consistent with the city's overall objectives for this area. We are pleased that the initial concept takes into account the

Development Plan . . .

(Continued from previous page)

marketplace/exhibition hall, by Fidelity Management;

- approval of the initial design for the new Northern Avenue bridge, to be constructed in 1983;

- the proposed Seaport Access Road, which will provide a new link between the industrial and port areas of South Boston and the regional highway network;

- The renovation of office buildings on Atlantic Avenue, including Russia Wharf, the former Sheraton Building, and the headquarters of the Bain Company, as well as the BRA's proposed development of new housing on Rowe's and Foster's wharves;

- Development of the new Transportation Center at South Station by the MBTA, with air-rights development by the BRA;

- Construction of the \$100 million, forty-story office tower in Dewey Square by Rose Associates and Metropolitan Life.

Mr. Pritzker, whose firms operate over 100 hotels, said, "We are delighted to have reached an agreement with Anthony Athanas because his site was always our first choice for a hotel in Boston. We have, in fact, been interested in Boston for many years. We were offered many sites in the city, but we insisted on the site that was consistent with Hyatt's tradition of quality."

Richard L. Schulze, vice-president for development of Hyatt, said, "We view the Fort Point Channel area as one which provides a unique opportunity. It is rare to find a large, vacant site that's so close to downtown. We are trying to develop a concept that takes full advantage of one of the most attractive harbors in the world.

"Creating a new cove, for instance, adds substantially to the water frontage and water area of the site. We hope to utilize the harbor as a means of transportation, with direct water taxi service between the proposed development, Logan International Airport, and points downtown."

Schulze expressed confidence that the growth of Boston's convention and tourist business would create the need for additional hotel rooms committed or under construction. The increase in the supply of first-class hotel accommodations, particularly in a city as appealing

city's desire to have active uses and public access on the water's edge.

"We view this proposal as the next generation of renewal on our waterfront. This project would continue the revitalization program that began on the downtown waterfront in the 1960s and continued to the Charlestown Navy Yard in the 1970s. Now, in the 1980s, the Fort Point Channel is reaching maturity. We see a wide range of public and private investments moving towards this part of the harbor. We think this proposal will become a focal point within this context of change."

Ryan cited the following development activities in describing changes under way or proposed for the Boston waterfront:

- the emergence of Museum Wharf, with the Children's Museum and the Museum of Transportation, as major regional attractions;

- the conversion of the first warehouse building on Fort Point Channel (Sleeper Street) to residential condominiums;

- the \$12 million rehabilitation of the Boston Fish Pier by Massport;

- the \$100 million conversion of Commonwealth Pier to Boscom, a high-tech

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Boston Waterfront Development

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ate, and Carpenter Properties, Inc., a Boston real estate firm headed by Richard Friedman. The planned development would surpass the \$318 million Copley Place project as the largest privately funded project ever undertaken in the city.

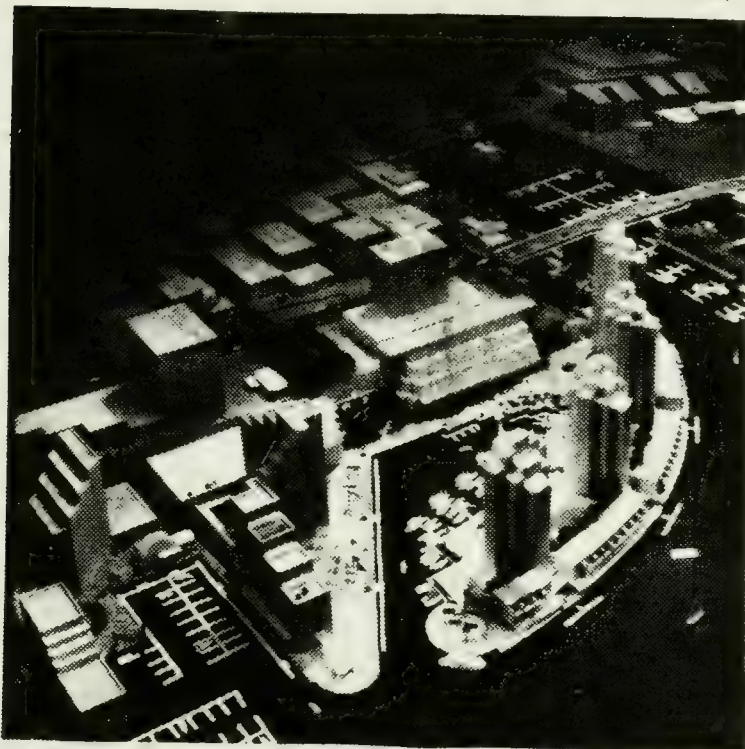
Athanas said that his interest in the waterfront area began in the 1950s. He bought Pier 4, he said, 21 years ago, which was later developed into his famous Pier 4 Restaurant. Shortly thereafter, he purchased Piers 3, 2, and 1, which are north of Northern Avenue between Pier 4 and

Fort Point Channel. The land is currently used as a parking lot.

Project Called A "New Frontier" For Boston

For the past year, involved private parties have been discussing concepts and designs for the proposed project. Unveiling the preliminary studies for the proposed development were Athanas; Friedman; Robert Ryan, director of the Boston Redevelopment Authority (BRA); A.N. Pritzker, vice chairman of the Hyatt Corporation, and Richard Schulze, vice president for development of Hyatt.

The plan calls for creating a new cove to accommodate boats,



Pictured is a scale model of the proposed \$400 million hotel-condominium-office community along Northern Avenue on Boston's waterfront. The preliminary plans include a 1,000-room Hyatt Hotel, 800 to 1,000 condominiums, retail shops, office space and extensive marina facilities.





Discussing the \$400 million plan for the Boston waterfront development are [l to r]: Richard Friedman of Carpenter Properties; A.N. Pritzker, vice chairman of the Hyatt Corporation; Boston Mayor Kevin White; Anthony Athanas of Anthony's Fine Restaurants, and Robert Farrell and Robert Ryan, both of the Boston Redevelopment Authority.

wharves, water taxis to transport hotel guests to and from Logan Airport and other marine activities.

The residential units and hotel will occupy the perimeter of the site and a public walkway will extend along the edge of the inner cove. Officials said that the walkway will be protected from winds off the harbor and provide direct public amenities that are part of the proposed development.

Ryan said that this project is the biggest effort yet to revive Boston's waterfront.

Project Could Be Completed By 1986

According to Ryan, the city could expect from \$10 million to \$14 million annually in taxes from this project.

The project won't be completed until 1986 or 1987, Ryan stressed.

Ryan said that the next 12 to 18 months will be dedicated to planning with a possible ground breaking in 1984. The construction process would take two years, he said.

"This plan has no public affirmation or approval. It now has to go through public processes at the city and state levels. There are still questions regarding transportation and environmental and public spaces," he said.

The architect and construction companies for the project have not yet been selected. As far as the project's financing is concerned, only "very preliminary discussions" have been held, Friedman said.

Hyatt Corp. Had Its Eye On Site For Years

Said Schulze of the Hyatt, "This site allows us to combine a number of concepts into one hotel." Hyatt currently operates 65 hotels in the United States with six more under construction and scheduled to open through 1983.

"It would be a place where New Englanders would come for the weekend. It would be a resort," Schulze said. In addition to 1,000 rooms, Schulze said that the new Hyatt would contain convention and meeting rooms. "We believe it's this multi-facet-

ed approach that will make it a special hotel," he said.

The Hyatt Corp., which has a hotel in Cambridge, has been interested in opening a property in Boston for several years.

"We are delighted to have reached an agreement with Anthony Athanas because his site was always our first choice for a hotel in Boston," said Pritzker, vice chairman of Hyatt Corp. "We have, in fact, been interested in Boston for many years. We were offered many sites in the city, but we insisted on the site that was consistent with Hyatt's tradition of quality," he said.

No Conflict Between Hyatt Plan And Boston's Hotel Development

Ryan said that the Hyatt plan would not be "competing" with the 13 new hotels currently under construction in Boston, which will offer 4,000 new rooms. Ryan said that the Hynes Auditorium expansion project will continue, bringing in the convention business needed to fill the new hotel rooms.



\$700m master plan is presented for Ft. Point Channel

By Anthony J. Yulis
Globe Staff

Internationally known architect Cesar Pelli of New Haven has presented for Boston's review a preliminary master plan for a \$700 million, mixed-use project on an 18-acre waterfront site along Northern Avenue in the Fort Point Channel area.

The plan, containing more than 5 million square feet, includes a 1,000-room Hyatt Hotel, a public waterfront park and promenades, apartments, retail stores, restaurants and office buildings.

The plan represents the first serious site and building proposal for the so-called "fan pier" section, consisting of Piers 1 through 3 adjacent to Anthony's Pier 4 Restaurant, since it was announced in April 1982 that Hyatt Hotel Corp. and Anthony Athanas were jointly considering a major hotel project here. Athanas, who owns Pier 4 and the restaurant of the same name, also owns

Piers 1 through 3. (The contour of the piers form a curve along Fort Point Channel and the harbor that looks like a fan, hence the term "fan piers" for the site).

Athanas, the Hyatt Hotel Corp. and Carpenter Properties, Inc., a Boston real estate firm headed by Richard Friedman, are the joint developers. Pelli is the former chairman of the Yale architectural school.

In addition to Pelli's concept for Piers 1-3, Boston architects Jung Brannen Associates are also planning a development on Pier 4 for Athanas that would include a 300-room hotel, 750 apartments, a 55,000-square-foot restaurant, 13,500 square feet of retail space and a 1,500-car garage. The total project would be done in several phases.

The Pelli concept for Piers 1-3 includes almost three acres of landscaped and heavily treed public open space and pedestrian walks. There is one central



Marc Webb, assistant director for planning and zoning, examine model of hotel, office, apartment project planned for San pier along Ft. Point Channel.

GLOBE PHOTOS BY ROSEMARY CUNDARI



public park, roughly triangular in shape, set back from the waterfront at a corner of the development site where Fort Point Channel empties into the harbor. A public promenade traverses the total perimeter of the project along the water's edge.

The design concept, which is expected to come under rigid scrutiny by the city and civic groups in coming months, focuses on development of a waterfront "island."

The island is to be formed by dredging a 90-foot wide "canal" strip further inland along the three piers below Northern avenue, thus eliminating 2.8 acres of land. The canal will separate the island from a line of five office and retail buildings along Northern avenue.

The island itself houses the hotel complex, park and three apartment buildings containing 600 dwelling units in 20-, 23- and 26-story buildings. Retail outlets line the proposed promenade.

The island is bridged by two streets, which would become extensions of existing Pittsburgh and Farnsworth streets in Fort Point Channel, said Robert Kroin, chief senior architect for the Boston Redevelopment Authority.

"Extending these streets into the waterfront gives a sense of making the project part of the city rather than a separate entity," Kroin said.

The Pelli plan places the Hyatt hotel along one side of the extended Pittsburgh street, and, open water on the other side, where a marina is contemplated. The hotel consists of a low-rise rectangular base connected by a 35-story hotel tower on the waterfront side and a 16-story hotel

section on the opposite inland side of the base facing the new canal. On the other side of Pittsburgh street are two apartment towers. The third apartment tower is east of the new Farnsworth street. Whether the apartment would be rental units or condominiums has not yet been determined, according to BRA officials.

The five office and retail buildings along Northern avenue and the new canal are 5, 13, 16, 19 and 20 stories high. There is parking below ground level for 2248 cars on Piers 1-3.

The total project in the preliminary plan shows 5.7 million square feet of building space for Piers 1-3; including the Pier 4 development, the total is 5.9 million square feet.

Mare Webb, BRA assistant director for planning and zoning, said Pelli incorporated the BRA's Harborpark open space planning study his preliminary design study.

The Harborpark plan, which mandates public open space along much of Boston's waterfront, was completed earlier this year under orders of the BRA's incoming director Stephen F. Coyle.

According to Kroin, the plan represents the first time that an architect has laid out the open space concept before siting buildings. Kroin said the BRA design staff held a number of meetings with Pelli to explain the Harborpark concept.

Asked to comment on the initial Pelli plan, Coyle said: "We are not suggesting that we endorse the plan, but we are encouraged that they are taking a serious

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NEW ENGLAND NEWSCLIP

BOSTON SUNDAY GLOBE
BOSTON, MA

\$700 million development for waterfront

■ HYATT

Continued from Page A-26
approach to our Harborpark concept. There are certain elements in it we are pleased with."

A newly-formed group representing neighborhood and waterfront interests and calling itself the Fan Piers I-IV Civic Advisory Committee, is taking part in the review process. The committee has been briefed, said Webb, on market, zoning and transportation issues at previous meetings and was briefed on the preliminary master plan last week.

"This is the first real look we have had at the proposal and it is only in preliminary form," said Lawrence Dwyer of South Boston, committee chairman. "We will be working with the BRA and developers in attempts to address what we perceive to be some major community concerns involving transportation access issues, environmental impact and the spin-off effects of the development."

Dwyer said the committee wants to make sure the interests of the nearby South Boston neighborhood are protected.

"We will be looking for potential benefits for Boston residents at-large and for South Boston resi-

dents in particular in terms of employment opportunities," he added.

Coyle said the the development team and architects "have brought the project to a point where we can have some serious analysis on it. This is the largest project of its kind in the city's history. We have had nothing quite like it before, and it would, in effect, be creating a new neighborhood within the city."

Coyle said modifications and reduction in the square footage might take place during the design process. He said the developers are anxious to get construction started in the fall of 1986 so that the hotel can be completed by early 1988, when the city's expanded Hynes convention facilities are due to be completed.

Coyle has set a hectic review schedule for the project, indicating he would like to get the local design process completed by mid-summer of this year so that it can then go through the so-called State Chapter 91 waterways license approval process via the state Department of Environmental Quality Engineering (DEQE).

The Division of Waterways within DEQE will issue a license once it determines the project will

not have adverse environmental impacts and is assured that the project has some relevance for the general public. The Rowes-Fosters Wharf development on Atlantic Avenue underwent similar scrutiny before a state license was granted earlier this year.

One of the concepts of the city's Harborpark plan study suggests that buildings close to the water be low-rise elements, with higher buildings located farther inland. However, the planned hotel would be 35 stories high.

"We are trying to pick up prominent (landmark) points in the city as viewed from the harbor," Coyle said, in explaining the apparent inconsistency. Developing a major visible landmark on the Fort Point Channel will establish an identity for this part of the waterfront, he added.

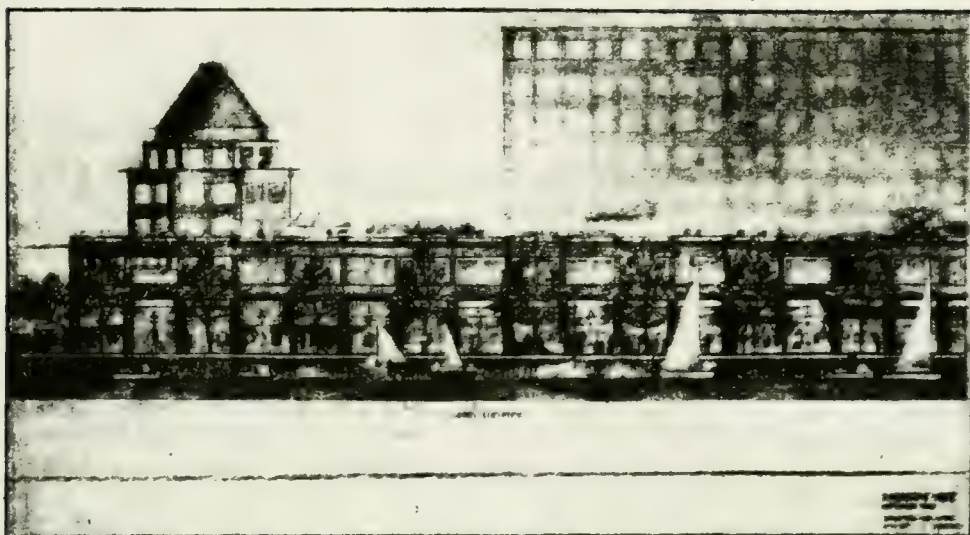
In Charlestown, one can see

the Bunker Hill Monument, and, looking toward Atlantic Avenue, one sees the landmark Customs House, he said. For Fort Point Channel, anyone coming into the "city's door" from the harbor would see the Hyatt tower, he Coyle added.

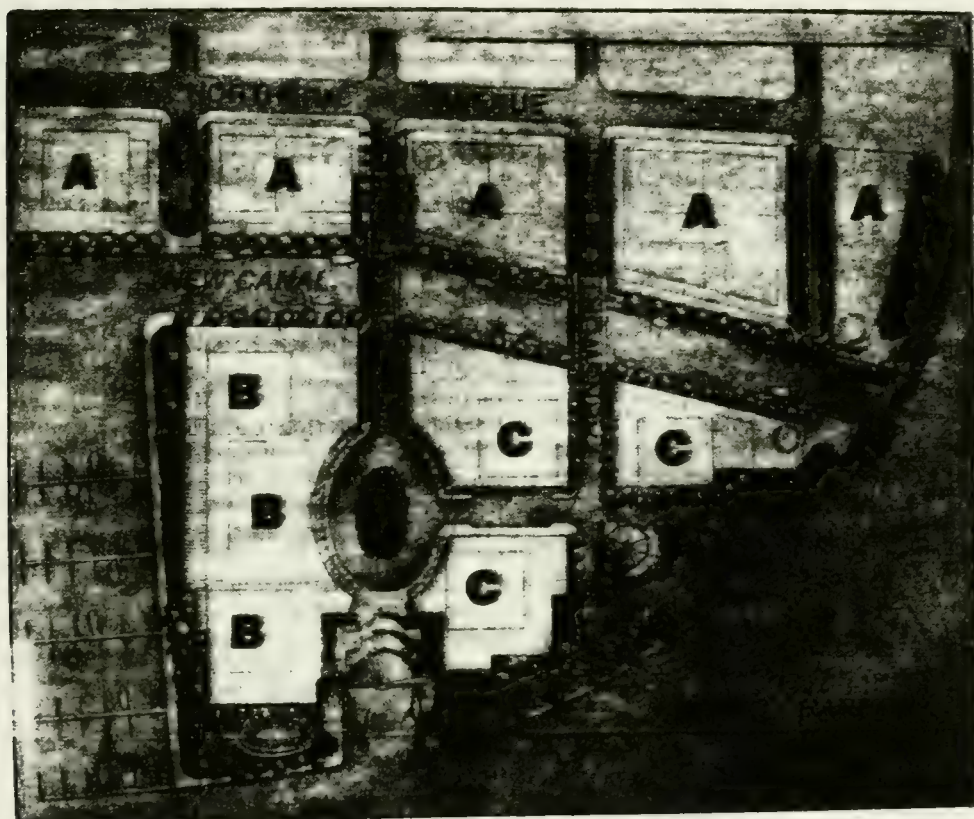
Krohn said the hotel tower would be somewhat unusual, since it would be slender and have only about 10,000 square feet on each floor.

"We would like to see it as having the characteristics of a lighthouse, said Krohn, "and we, in effect, are making some heavy design demands on the architects to produce a tower that would be somewhat spectacular when seen from the harbor."

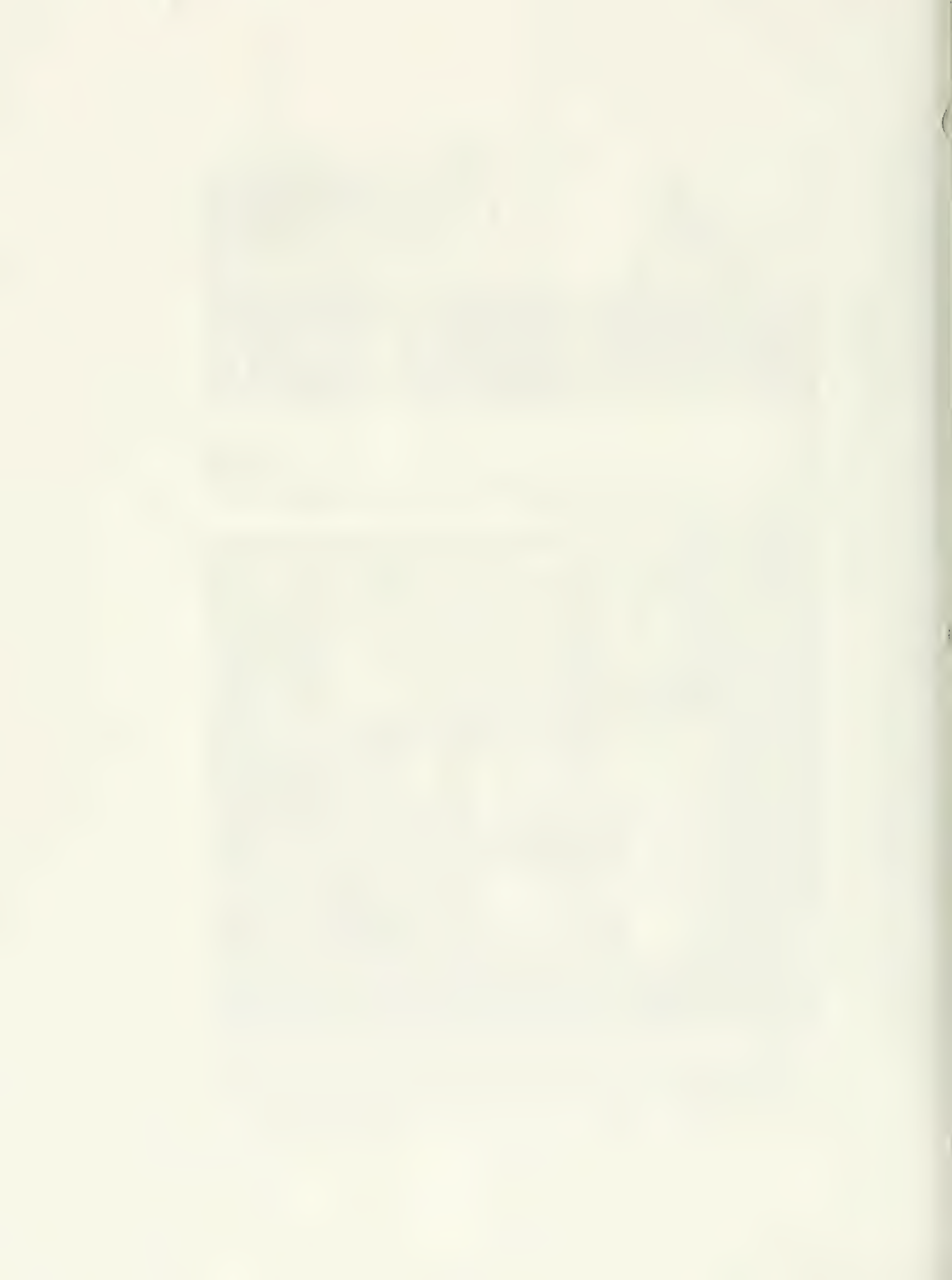
The master plan represented only the size of buildings and siting, and, so far, there are no specific designs for exteriors.



Architect's sketch shows park proposed for piers along Fort Point Channel as part of \$700-million development project.



Architect Cesar Pelli's site plan for Fort Point Channel fan pier consists of three piers adjacent to Anthony's Pier 4 Restaurant. Building identification: A. Office buildings. B. Hyatt Hotel complex. C. Apartments. D. Park which includes tree-lined promenade around the site. Not shown is fourth pier (to left of marina) where additional hotel, apartment and retail development is contemplated.



A \$400m harbor plan unveiled

■ WATERFRONT

Continued from Page 21

But he expressed confidence that financing would be obtained and the project would be completed.

Richard L. Schulze, vice president for development at the Hyatt Corp., said that the hotel chain chose the area because "it is rare to find a large, vacant site that's so close to downtown."

The creation of the new inlet, Schulze said,

would add "substantially to the water frontage area of the site. And we hope to utilize the harbor as a means of transportation."

Richard L. Friedman, president of Carpenter Properties, said that if all goes as planned, construction could begin as soon as 1984.

Robert Ryan, deputy mayor for development and head of the Boston Redevelopment Authority indicated a long period of design review would be undertaken by the city and changes in the original concept probably would be recommended.

APR 20 1982

New
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Newscl

\$400m plan for harbor unveiled

By John Dillon
Contributing Reporter

Mayor Kevin H. White today announced preliminary building plans for a \$400 million development on a now-vacant, 18-acre site on Boston's waterfront between the Fort Point Channel and Anthony's Pier 4 Restaurant.

The proposed project, including a 1000-room Hyatt convention hotel, 1000 waterfront condominiums, retail shops, office space and a marina, was outlined at the Pier Four Restaurant before an invited group of the city's business and government leaders.

The project, described at this stage as a preliminary study, would be sited on the South Boston side of Fort Point Channel overlooking Boston Harbor - on land owned by Anthony Athanas, owner of the Pier Four.

HBC Associates, a partnership consisting of Athanas, the Hyatt Corp. based in Rosemont, Ill., and the locally-based Carpenter Properties, Inc., headed by Richard Friedman, is the development entity.

White called the proposed complex "a new and vital part of our waterfront, generating new tax revenues and new jobs."

When completed the anticipated tax yield to the city could total between \$10 million to \$14 million, said White. The project would provide hundreds of temporary and permanent jobs as well for Boston residents, he said.

"The public-private partnership we are launching today represents one of Boston's boldest, most dramatic moves towards becoming one of the great water cities of the world," White said.

However, he said, "More work is needed to refine this initial plan and to obtain necessary approvals and financing."

The plan calls for the reshaping of the land mass comprising Piers 1, 2 and 3 into a multi-building complex - resembling the jaws of a partly-opened crescent wrench - that juts out into Boston Inner Harbor, creating a new cove to accommodate wharves and marine traffic. A public walkway would be constructed along the inner perimeter of the cove.

Planned water taxi service would orient the hotel toward Logan Airport and the tourist industry, said White.

Joining White for the announcement was A.N. Pritzker, vice chairman of the Hyatt Corp.

Pritzker, a member of a prominent family with varied national industrial holdings, said much work has to be done before the project becomes a reality and the developers must obtain financing commitments in what is currently a difficult financial market.

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APR 26 1982

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They cover the Waterfront

Pru will pay for Anthony's new project

by Jeff Zimman
Journal Staff

The financial backer was not in attendance last week when city officials and business investors met to unveil a \$400 million hotel-condominium-office development plan for an underutilized waterfront site in the Fort Point Channel area, adjacent to the Pier 4 restaurant.

The developers present for the announcement were Anthony Athanas of Pier 4, A.N. Pritzker of Hyatt Hotels and Richard Friedman of Carpenter Properties.

The developers admit that it is a difficult time in the financial markets, and said financing for the city's most ambitious development project to date had not been fully worked out. However, a close associate of Athanas told the Boston Business Journal financing will be arranged through the New Jersey-based Prudential Insurance Company.

This source related the following anecdote: A.N. Pritzker, vice chairman of the Pritzker-family-held Hyatt Hotel chain, brought the president of Prudential to one of the final negotiating sessions to prove to Athanas, who owns most of the land to be developed, that Hyatt was serious and would have no trouble getting financing through Prudential.

As the story goes, once the session was wrapping up, Pritzker turned to the president of the Pru and asked, "Whose jet did we come in, yours or mine?" "Yours," he was told. Then Pritzker turned to Athanas, as though such confusions are a part of everyday life, and explained, "You know those 727s—they all look alike."

While the exact financing is as up in the air as either man's jet, the word is Prudential will back the project. Prudential and Hyatt have a special relationship that has involved financing for many hotels, including the Hyatt in Cambridge. If a project gets Hyatt's approval, it gets Prudential's backing.

That said, it looks very likely the project will proceed, despite the downturn in construction elsewhere. It is expected to be completed in 1986 or 1987.

The project calls for turning the 18.5-acre site between Pier 4 and the Northern Avenue Bridge, which is now an amalgam of billboards, parking lots and chain link fences, into:

- A 1000-room Hyatt convention hotel complex;

- A 300,000 square foot office building with garages;
- A cluster of 30-story luxury condominium towers surrounded by condo-townhouses along the fanned edge of Piers 1, 2 and 3, making for some 800-1000 units;
- A marina to be created by dredging in from the harbor through an existing parking lot;
- Some 50,000-100,000 square feet of retail space along that marina;
- And an amphitheater at water's edge for public events.

Mayor Kevin White, on hand for the announcement, lauded the development area as "the new frontier" of Boston's building boom. Boston Redevelopment Authority Director Bob Ryan called it "the next generation" of the city's renewal.

It is the most ambitious project since the \$318 million Copley Place now under construction. Once

completed, the Hyatt complex should pay an estimated \$10 million-\$14 million annually in taxes.

According to Ryan of the BRA, no public funds are contemplated for the project, though some federal money may be sought for street work in the area.

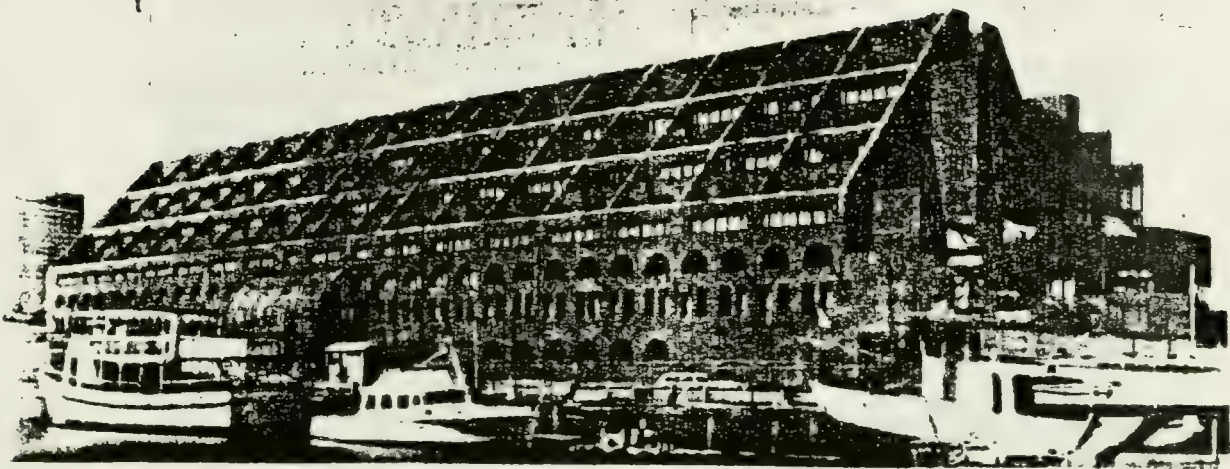
One of the more intriguing aspects of the project is a plan for water taxis tying the Hyatt to the airport and downtown.

That and other aspects of the development will be a part of the public review over the next 12-18 months before construction begins.

Forty-eight hours after the announcement of this new phase in the waterfront development, another waterfront project was officially completed and opened to the public.

On Thursday, developer Mort Zuckerman opened the doors to the Marriott Long Wharf Hotel.

The Marriott Long Wharf has 400 "deluxe" guest rooms, five conference rooms, 10 meeting suites and larger spaces available for convention groups. It also contains a health club. Valet parking for guests is a stiff \$10, while coat-and-hat checking, at least at the inaugural festivities, was a deluxe \$1.50.



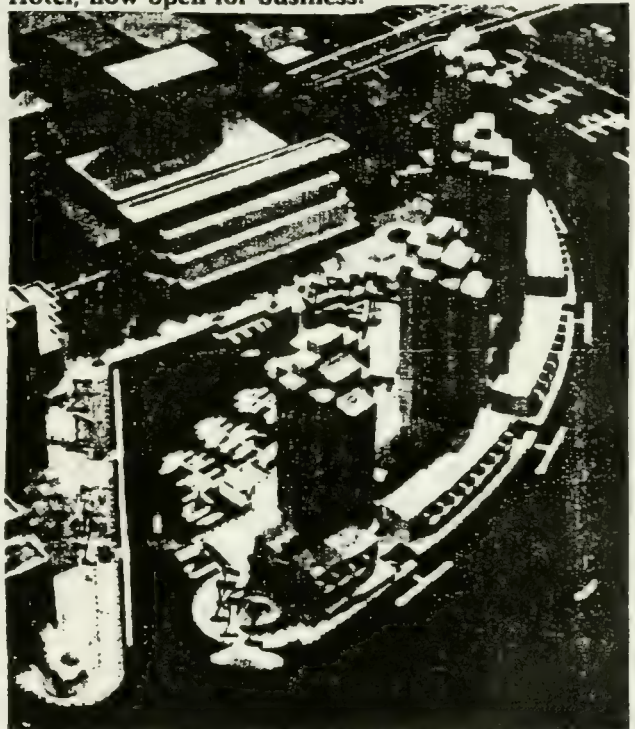
The new Marriott Long Wharf Hotel, now open for business.

The hotel was built at an estimated cost of \$45 million. Room rates begin at \$90/single, to a high of \$130/double. Suites are from \$250-650, with the Presidential Suite at the top end of that ticket.

Referring to the innovative "open space" design of the hotel, J. Willard Marriott, founder and chairman of the Marriott Corp., said—in jest—at the opening ceremonies: "I think we could have had more rooms and less space. But he—Aldo Cossutta—was the architect. We'll make do with the few rooms that we have."

Marriott wasn't the only pundit in attendance. Said Mayor Kevin H. White, responding to Marriott's comment that he wanted to "thank Mayor White . . . he's a terrific guy no matter what those other guys say . . ."

"Those other guys are only the voters."



Planner's vision of the \$400 million development on Piers 1, 2, 3.

Mayor Announces Development Plan On Waterfront

APR 29 1982

New
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Newscll



BOSTON'S NEW FRONTIER:

Proposed \$400 million development along Boston's Fort Point Channel is reviewed by development team and city officials, including (L-R): Richard Friedman of Carpenter Properties; A.N. Pritzker, Vice Chairman of the Hyatt Corporation; Mayor Kevin H. White; Anthony Athanas, owner of Pier 4 and the development property; Robert Farrell, chairman, BRA Board, and Robert Ryan, Director of the BFA.

Mayor Kevin H. White has announced that Anthony Athanas, owner of Anthony's Pier 4 Restaurant, and an affiliate of the Hyatt Corporation have agreed to move forward with a program for studying a \$400 million multi-use project on an 18 acre site adjacent to the Pier 4 Restaurant, on Boston's waterfront.

The preliminary concept for the development includes a convention hotel with approximately 1000 rooms, 800 to 1000 condominiums, retail shops, office space and extensive marina facilities.

Mayor White, joined by Mr. Athanas and A. N. Pritzker, Vice Chairman of the Hyatt Corporation, unveiled preliminary studies for the proposed development at a press conference attended by leaders of the Boston business community.

Under terms of his agreement with HBC Associates, Mr. Athanas maintains an ownership interest in the project, which covers Piers 1, 2, 3, north of Northern Avenue, between Piers 4 and the Fort Point Channel. HBC Associates is a joint venture of HT-Boston, Inc., the Hyatt affiliate, and Carpenter Properties, Inc., a Boston real estate firm headed by Richard Friedman. Hyatt Hotels Corporation would manage the new hotel.

Mayor White said, 'The inner harbor, particularly the area south of Fort Point Channel, is Boston's 'New Frontier' for the rest of this century. A city which grew up along the water's edge is steadily reclaiming its heritage all along the harbor. And the public-private partnership we are launching today represents one of Boston's boldest, most dramatic moves towards becoming one of the great water cities of the world.'

"Nineteen years ago, when Anthony Athanas opened Pier 4, and began acquiring land in this area, he was one of the few people in town who could imagine a future for Boston's waterfront. He was---he remains---an urban pioneer in every sense of the word.

"We are proud and pleased that Mr. Athanas has joined forces with a fine local developer, Dick Friedman, and Hyatt Hotels, a firm known for the quality of its operations, on this exciting project.

"More work is needed to refine this initial plan and to obtain necessary approvals and financing. And I am confident that this land, now vacant, will become a new and vital part of our waterfront, generating new tax revenues and new jobs."

Mayor White noted that projects of this kind proposed for Piers 1, 2, 3, were important to the fiscal well-being of Boston because new development represented the only means for the city to generate additional tax revenue.

According to Mr. Friedman, "The next steps involve working with public agencies and interested citizen and business groups while seeking financing for the project. Construction could start as soon as 1984. We also will be refining our master planning and identifying and selecting potential joint venture partners, architects, and contractors."

The conceptual plan calls for the existing land mass to be altered so that a new cove is created to accommodate boats, wharves, water taxis and other marine activities.

The residential units and hotel would occupy the perimeter of the site and a public walkway will be protected from winds off the harbor and provide direct public access to the marina, retail/office space, housing, and other amenities that are part of the proposed development.

BRA Director Robert J. Ryan said, "The preliminary plan for these piers is consistent with the city's overall objectives for this area. We are pleased that the initial concept takes into account the city's desire to have active uses and public access on the water's edge.

"We view this proposal as the next generation of renewal on our waterfront. This project would continue the revitalization program that began on the downtown waterfront in the 1960's and continued to the Charlestown Navy Yard in the 1970's. Now, in the 1980's, the Fort Point Channel is reaching maturity. We see a wide range of public and private investments moving towards this part of the harbor. And we think this proposal will become a focal point within this context of change."

Ryan cited the following development activities in describing changes underway or proposed for the Boston waterfront.

The emergence of Museum Wharf, with the Children's Museum and the Museum of Transportation, as major regional attractions.

The conversion of the first warehouse building on Fort Point Channel (Sleeper Street) to residential condominiums.

The \$12 million rehabilitation of the Boston Fish Pier by Massport.

The \$100 million conversion of Commonwealth Pier to Boscom, a high-tech marketplace/exhibition hall, by Fidelity Management.

Approval of the initial design for the new Northern Avenue bridge, to be constructed in 1983.

The proposed Seaport Access Road, which will provide a new link between the industrial and port areas of South Boston and the regional highway network.

The renovation of office buildings on Atlantic Avenue, including Russia Wharf, the former Sheraton Building and the headquarters of the Bain Company, as well as the BRA's proposed development of new housing on Rowe's and Foster's wharves.

Development of the new Transportation Center at South Station by the MBTA, with air-rights development by the BRA.

Construction of the \$100 million, 40-story office tower in Dewey Square by Rose Associates and Metropolitan Life.

Mr. Pritzker, whose firms operate over 100 hotels, said, "We are delighted to have reached an agreement with Anthony Athanas because his site was always our first choice for a hotel in Boston. We have in fact, been interested in Boston for many years. We were offered many sites in the city, but we insisted on the site that was consistent with Hyatt's tradition of quality."

Richard L. Schulze, vice president for development of Hyatt, said, "We view the Fort Point Channel area as one which provides a unique opportunity. It is rare to find a large, vacant site that's so close to downtown. We are trying to develop a concept that takes full advantage of one of the most attractive harbors in the world.

"Creating a new cove, for instance, adds substantially to the water frontage and water area of the site. And we hope to utilize the harbor as a means of transportation, with direct water taxi service between the proposed development, Logan International Airport and points downtown."

Schulze expressed confidence that the growth of Boston's convention and tourist business would create the need for additional hotel rooms committed or under construction. The increase in the supply of first class hotel accommodations, particular in a city as appealing as Boston, should attract new association and group business to the market."

Initial master planning for the project was carried out by a joint venture of Hellmuth, Obata and Kassabaum of New York and the SWA Group in Boston.

The environmental review is being carried out by the Boston office of Skidmore, Owings and Merrill.

Mr. Thomas Horan of Meridith & Grew was the consultant for Mr. Athanas in the negotiations and agreement.

Athanas, Hyatt Corp. Plan \$400 M Boston Waterfront Development

Anthony Athanas is ^{42 1250}one of the country's best-known restaurateurs with his Pier 4 Restaurant on Boston's waterfront. Now he is aiming to be Boston's biggest developer with a proposed \$400 million hotel-condominium-office community along Northern Avenue of Boston's waterfront.

At a recent news conference at Pier 4, Athanas, city officials and officials from Hyatt Corporation announced preliminary plans to develop 18.5 acres at the edge of Boston Harbor between Pier 4

and the Northern Avenue Bridge. Plans include a 1,000-room Hyatt Hotel, 800 to 1,000 condominiums, retail shops, office space and extensive marina facilities. Athanas owns Piers 1, 2 and 3, prime waterfront property, which are adjacent to Pier 4 and included in the plan.

Under terms of his agreement with HBC Associates, Athanas maintains an ownership interest in the project. HBC Associates is a joint venture of HT-Boston, Inc., the Hyatt affli-

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